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**SOLE AGENTS—**  
**H. PRICE & CO.,**  
12, Queen's Road Central.

No. 14,174. 號建十七百壹千肆萬壹第 日柒初月七年戌十二緒光 HONGKONG, SATURDAY, AUGUST 29th, 1903. 陸拜禮 號玖拾貳月捌年叁零百九仟壹英港香 PRICE, 3 PER MONTH

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SURGEON DENTIST.  
No. 10, D'AGUILAR STREET.  
TERMS VERY MODERATE.  
Consultation Free.  
Hongkong, 21st March, 1903.

**SANDOW'S DEVELOPERS.**

T. F. DA CRUZ, Manager  
 Canton, 1st October 1901

Manager.  
Hongkong, 6th May, 1903. [222]

**H. HAYNES**

## MACAO HOTEL

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LIMITED

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PRICED CATALOGUES, with hints on  
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These SEEDS are supplied to us by  
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It is essential to use particular care when  
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Chinese Gardeners, whose "old custom"  
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**CLAY'S FERTILISER,**

For use in the garden generally.

**RANSOME'S LAWN-MOWERS.**

The Best and Cheapest Machines in the  
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**A. S. WATSON & CO.**  
LIMITED,  
SEEDSMEN.

ESTABLISHED 1841.

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one side of the paper only.  
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Liber's  
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## BIRTH.

On the 21st August, at Soochow, the wife of  
N. GIBB, Esq., of a son (CHARLES McQUEEN).

## The Daily Press.

HONGKONG OFFICE: 14, DES VOGES ROAD CL.  
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 29TH AUGUST, 1903

The appointment of Admiral ALEXIEFF as  
Viceroy, with full powers, under the  
Supreme Council of the Russian Empire, is  
a fact which for good or ill cannot fail to  
have important consequences, not only for  
the outside world but for Russia herself.  
We know of no equivalent to the appoint-  
ment in modern times, and its nearest  
representative seems to be the satraps of  
the ancient Persian Empire, as founded by  
DARIUS. We have before, on the 17th  
instant, alluded to the external aspects of  
the appointment; the internal, as indicative  
of the profound changes through which the  
Russian Empire is passing, seem no less  
important and interesting. In remarking  
more than once recently on the curious  
contrast between orders given at St.  
Petersburg and the acts of the Russian  
agents in the Far East, we have more than  
once pointed out the absence of any  
adequate power of control midway. Russia,  
we all know, feels none too assured of her  
position in Central Asia, and doubtless  
fears that at any moment her communi-  
cations may be cut in two; she has too often  
condoned the most glaring breaches of  
discipline to feel quite easy as to the  
loyalty of her commanders; and now the  
same difficulty is staring her in the face at  
the extremity of the line. It has been  
evident during the whole of the recent  
operations in Manchuria that, not St.  
Petersburg, but the officer in command in the  
eastern Province, has assumed full control of  
Russia's foreign policy. This, as we have  
pointed out, while a menace to the world at

large, can by no means be looked upon as  
satisfactory to her statesmen at home, and  
it may well be that the new step is taken  
in the hope of getting rid of the anomaly.  
If so, the step, judged from the experience  
of history, is a particularly fatuous one. The  
appointment of satraps, supposed to be  
responsible to the supreme power alone, has  
been the general forerunner of disaster in  
all Asiatic empires. For that reason it has  
never recommended itself to European  
Powers, and there is no reason to believe  
that with Russia it is anything other than  
a confession of weakness. Menaced by  
revolution at home, openly set at naught by  
her representatives abroad, the bureaucracy  
of Russia is in evil case, so perhaps it is not  
to be wondered at that it should eagerly  
seize every nostrum that seemed to offer a  
temporary alleviation to the vexation under  
which it suffers.

But if such be the view we must take of  
the appointment when contemplating it from  
a Russian standpoint, when we look at it  
from outside there are other dangers even  
more imminent. Here we must look at the  
past career of Admiral ALEXIEFF, and the  
outlook is by no means reassuring. In fact,  
the new Viceroy has been distinguished  
principally by his capacity to do always the  
thing at any moment calculated to breed  
ill-feeling. His was the childish war about  
the railway siding at Tientsin; his seems  
to have been the silly painting of the rolling  
stock on the Chinese railway with Siberian  
colours; his too were the perpetual squabbles  
about trifles of every kind. Such conduct  
does not indicate a great administrator; yet  
if not as an administrator, of what possible  
utility to Russia can be his appointment  
to an important viceroyalty? Even to  
pick a quarrel, the new Viceroy, while  
quite capable of doing a wrong, has not  
the supreme art of doing it so as to seem  
in the right. That the Russian Govern-  
ment in selecting Admiral ALEXIEFF for the  
new post, did it in the hope that it  
would be the most pleasant part of his  
task to pick a quarrel with Japan, we may  
accept as extremely probable. There are  
many things in Russian eyes to be gained  
from such a quarrel at the present condition  
of affairs. Russia is sadly in want of some  
cheap prestige. She is aware that the  
world at large is looking askance at her  
as a never-do-well amongst the nations; if  
she could just manage to get into some  
little war, not too expensive, where she  
might have some reasonable hope for  
success, and could not be too badly  
beaten, it would take men's minds off  
their little troubles at home, and would  
afford a reasonable means of drafting a  
goodly number of troublesome subjects to  
Siberia, whence of course they need never  
come. Now doubtless Admiral ALEXIEFF  
is just the man to pick the quarrel, but he  
scarcely seems to be the man to pick it  
wisely; and in this lies the difficulty of  
the case. In any way the appointment of  
her Far Eastern satrap is not a subject on  
which, whether as friends or possible  
enemies, we can congratulate Russia.

No plague-cases were reported during the  
24 hours ended at noon yesterday.

The French mail of the 28th July was  
delivered in London on the 27th inst.

In the Summary Court yesterday a ma-  
jor Ined Captain Koller of the Sherwood Foresters  
for \$29 in respect of the keep of a pony. Mr.  
Justice Wise dismissed the suit after hearing  
evidence.

We received yesterday from the U.S.  
Consulate-General the following typhoon  
warning issued from Manila Observatory at  
9 a.m.—2 1/2, 9 a.m.—Typhoon off the east  
coast Luzon, probably between parallels 16  
and 17.

Four months' hard labour was the sentence  
imposed yesterday at the Police Court by Mr.  
T. Sorecombe Smith upon a Chinese youth who  
admitted stealing \$33.50 from his uncle in  
Canton for the purpose of going abroad. The  
uncle was visited by a detective from Hongkong,  
and came down here to give evidence.

Poor Marshal Su, says the P. & T. Times,  
was confined in the very room in the Board  
of Punishments Yamen where the wretched  
Shen suffered his martyrdom, the ghastly  
memories of his suffering still staining the  
floor. The occupant found this unbearable, and  
managed to effect a transfer by paying Tls. 800.

The enquiry was resumed yesterday afternoon  
before Mr. T. Sorecombe Smith, Police Magis-  
trate, into the circumstances attending the death  
of a native workman who was killed by the  
collapse of a house at Mei Kwai Lane, West  
Point, on the 19th inst. The enquiry was  
again adjourned till Tuesday next, when it is  
expected to conclude.

Sir Ernest Satow arrived at Peking on the  
evening of the 21st instant.

The Orient Hotel at Manila has been sold  
to the Insular Government for over \$650,000, to  
be used as a post-office, etc.

A Berlin telegram to Manila says that Baron  
Von Stongie is the new Minister of the  
Treasury. He is a distinguished financier.

According to a Berlin telegram, the Krupp  
have announced that they will fight the Steel  
Trust's encroachment on their trade in Europe.

A floating-dock for the accommodation of  
passengers, to facilitate their landing and to  
gain possession of their baggage, is the latest  
adoption planned by the Custom House at  
Manila.

The death occurred at Kobo on the 16th inst.  
of Mr. John C. Abell, a well known and very  
popular resident, who was for many years  
Secretary of the Chamber of Commerce of  
the port.

The N.C. Daily News quotes a Canton  
despatch to the effect that it was rumoured last  
Saturday that Viceroy Shun, accompanied by  
General Feng Tz-tai, has gained a great  
victory over a large body of rebels at Hsinchen,  
Kwangsi, and that the rebel losses were over  
3,000.

The China Navigation Company has added  
another liner to the fleet that plies between  
Hongkong and Manila, the steamer Kaifong  
being the latest addition. This will give this  
company a weekly service; the Kaifong will run  
alternatively with the Sanghian, so that these  
steamers will leave Hongkong and Manila  
every Wednesday and arrive in alternate ports  
every Saturday.

The N.C. Daily News says that the meeting  
of the Consular Body to discuss the Supto case  
has not yet taken place, and there is conse-  
quently no question as yet as to sending the  
difficultly back again at Peking. The prisoners  
cannot be gauged indefinitely, says our contem-  
porary, and the probability is that they will be  
shortly brought before the Mixed Court and  
tried in accordance with the original agreement  
with the Taotai.

Under date Berlin, 22nd August, the  
Ostasiatische Lloyd publishes the following  
remarkable telegram—"The London Times  
publishes some false representations in regard  
to the visit of the German men-of-war to  
Vladivostok and announces a new Russo-  
German-French triple alliance in East Asia.  
There is not a word true in the whole matter."  
It is curious we have heard no word of the  
alleged representations of the Times from any  
other source.

The Ostasiatische Lloyd has the following  
Hongkong telegram, dated 24th August:—  
"The Rev. W. Homeyer, of the Berlin Mission,  
was attacked last Tuesday on the North river  
by pirates, who robbed and badly wounded him  
with four bullets in the face. His wife's maid,  
his own servants, and the boatman were also  
wounded. The affair occurred at the same  
spot where the American railway engineers  
were recently attacked. The German Consul  
in Canton, to which place Mr. Homeyer has  
returned, has taken up the matter." The story  
about the attack on the Americans was much  
exaggerated. This may turn out equally so.

Mr. Fred T. Jane, author of *All the World's  
Fighting Ships* and a well-known naval publicist,  
has announced his intention to contest Port-  
smouth at the next general election as an In-  
dependent Conservative candidate, and in a letter  
to the Conservative Association, declining to  
place his candidature in the hands of that body,  
he states that he places the Navy before party.  
The *Naval and Military Record* says:—"We  
have nothing to do here with the particular  
shade of Mr. Jane's politics, but we may point  
out that most of the candidates for Dockyard  
towns have to acquire their naval knowledge  
after their election, whereas Mr. Jane, reverses  
the process by bringing an encyclopaedic know-  
ledge direct to the arena. We have here a naval  
specialist, living in a naval town, offering him-  
self without the support of the party-organisa-  
tion to the suffrages of the constituency with  
whose aims and objects he has a life-long  
acquaintance. It will be remembered that some  
years ago the warrant officers contemplated  
running their own candidate, and it is no secret  
that Mr. Jane was the man of their choice."

The deaths of two Admirals who once saw  
service in China are announced in the latest home  
mail-papers. Admiral the Hon. Fitzgerald  
Algernon Charles Foley, died on the 26th ult.  
at Fordingbridge, Hants. He was born in 1823,  
and entered the Royal Navy on May 2nd, 1837.  
As a midshipman he served in the *Castor* during  
the operations on the coast of Syria and at the  
bombardment of Acre in 1840, and received the  
Syrian and Turkish medals with clasp. His  
commissions as mate (sub-lieutenant), lieutenant,  
and commander bore date respectively April  
29th, 1843, January 15th, 1846, and September  
7th, 1855. During this period he saw service  
in China against pirates, and received the China  
medal. Afterwards he became superintendent of  
Sheerness Dockyard, and as a rear-admiral,  
superintendent of Portsmouth Dockyard from  
1877 to 1892. He became vice-admiral on  
November 23rd, 1891, and admiral May 24th,  
1897, being placed on the retired list July 7th  
of the same year.—Rear-admiral the Hon.  
Richard Howe, whose death occurred at  
Falkenstein, was the second son of the second  
Earl of Lincolne. Born in 1836, he entered the  
Royal Navy in June, 1850, served as a  
midshipman in the Crimea, and also saw service  
in the Baltic and during the China War of  
1857-9.

Rear Admiral Evans, U.S.N., is having a  
thorough survey made of Cheloo Harbour.

According to the *Jiji*, the rumour that Japan  
has bought the four Chilean warships that  
were for sale in England is true.

Mr. E. von Hirsch, for some time Consul and  
Acting Consul-General for Austro-Hungary at  
Shanghai, has been appointed Consul-General.

The Rev. Father Hendrick has been conse-  
crated Bishop of Celm, and will shortly leave  
for the seat of his future labours, says a New  
York telegram.

"The Yellow River is reported to be again  
getting out of bed owing to the recent rains,"  
says a Northern paper. Others are reported to  
be staying in bed for the same reason.

Queen Wilhelmina of Holland and her  
Consort, Prince Henry, will visit the colonies  
of Holland in the winter. Queen Emma, the  
Queen Dowager, will act as Regent during her  
daughter's absence.

Owing to the epidemic at Cambridge recently  
of a mysterious disease resembling in some  
respects smallpox, the authorities ordered that  
all coins should be disinfected. We wonder  
what diseases may not be conveyed by Hongkong  
and Chinese coins.

The French Minister at Peking is said to  
have again demanded to know about the privi-  
leges granted the French by ex-Viceroy  
Wang, and whether they will be continued by  
his successor. The Waiwun has replied that  
the details shall be investigated.

Cholera, which had been for some time  
prevalent around Simla, reached the station  
early in August, but only one case had so far  
occurred within the municipal limits, according  
to last advices. Extraordinary precautions  
were being taken in view of the appearance  
of cholera.

The orders already promulgated at home  
which prohibit the wearing of uniform at fancy  
dress balls, and which provide that salutes by  
soldiers are to be returned by all officers present  
are now published formally in Indian Army  
Orders and are thereby brought into force in  
India.

The *Naval and Military Record* writes that  
"Russia still hopes that when Japan sees she  
is ready she will not press matters too far." It  
was this sort of policy which plunged Russia  
into the Crimean war. Believing that England  
and France would not strike, the Emperor  
refused to yield, and Russia may be making the  
same mistake to-day. Under certain circum-  
stances we are bound by the Anglo-Japanese  
alliance to render our ally support should she  
be placed in the awkward position indicated, and  
we could not stand idly by if we saw Japan  
in a life-and-death struggle in the fight for the  
open door."

The grievances of the Indian medical service,  
which are the subject of an appeal to the  
Members of Parliament by the British Medical  
Association, include the slowness of promotion  
and consequent age retirement before the full  
pension has been earned. The appeal claims an  
alteration of the retirement and pension rules,  
an increase of pay similar to that given to the  
Royal Army Medical Corps, and selection of the  
P. M. O. for India alternately from the  
Indian Medical Service and the Army Medical  
Department. The Civil branch complains that  
honours are not given for purely professional  
distinction and claims equal pay with the  
military branch and the abolition of rules limit-  
ing fees. It is also claimed that the Director-  
General of the Indian Medical Service should  
have the rank of Lieutenant-General and a seat  
on the Viceroy's Council, with direct access to  
the Viceroy, and that Administrative Medical  
Officers should have seats on the Provincial  
Councils.

The *N.C. Daily News* of the 25th inst. says:—  
"The return of the *Poyang* to Shanghai has  
enabled us to obtain, through the courtesy of  
Messrs. Butterfield & Swire, some further  
information in reference to this calamity. It  
is known now that the mass-robbery, who was  
landed sick at Wuhu before there had been  
any deaths on board the steamer, has since  
died there of cholera. The whole of the  
evidence obtainable as to what occurred on the  
*Poyang* and as to the illness and death of her  
five officers, was submitted to and carefully  
investigated by Dr. Thomson of Hankow, who  
has certified in a long and exhaustive report  
to Messrs. Butterfield & Swire, that the  
symptoms in the case of all those who died  
were undoubtedly those of true cholera. Dr.  
Thomson's report and the evidence  
have been laid before Drs. Barge and Miller  
here, who fully agree with his conclusions.  
Finally, the matter has been submitted to the  
Acting Chief Justice here, Mr. F. S. A. Bourne,  
who has given it as his opinion that Mr.  
Spiney, having before him the certificates of  
two qualified doctors that the deaths were due  
to cholera, was perfectly right, in giving a burial  
order, an inquest under such circumstances not  
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THE "POYANG" FATALITY.

The Hongkong Observatory yesterday issued  
the following report:—  
The barometer has risen over E. Japan, fallen  
slightly over Formosa.

A low pressure trough appears to be lying  
over the N. part of the China Sea and the  
Pacific to the E. of the Bering Channel.  
A circular depression may be forming in the  
neighbourhood of the latter area.

Pressure is highest over E. Japan.  
Moderate to fresh NE. winds in the Formosa  
Channel and over the N. part of the China Sea.  
Forecast:—Moderate NE. winds; showery.

## TELEGRAMS.

REUTERS SERVICE.

THE "AMERICA" CUP.

LONDON, 28th August.

The Shamrock was 2 minutes and 38 seconds  
late in starting, of which 36 seconds were  
disallowed according to rule.

THIRD RACE ABORTIVE.

LONDON, 27th August.

The race is off. The result of the skillful  
jockeying of the *Reliance* was that neither boat  
crossed the starting line till after the handicap  
gun had fired, the Shamrock thus losing 107 out  
of 157 seconds handicap. This is the worst  
tactical defeat ever sustained at the start in any  
"America" Cup race. The *Reliance* kept the  
lead on the fifteen mile windward stretch, turling  
the mark some minutes ahead of the Shamrock.

[The above is printed to-day by kind permis-  
sion of the Chamber of Commerce, Messrs.  
Shewan, Tomes & Co. kindly informed  
us yesterday morning that they had received  
the following telegram with regard to the race:—

New York, 27th August.

No race; very light weather; postponed  
owing to wind. Will be re-sailed day after  
to-morrow (Saturday).

THE BALKAN TROUBLES.

LONDON, 28th August.

With reference to telegram No. 2182, dated  
London, 23rd inst., it was announced in Buch-  
arest that the Bulgarians and Greeks in  
Roumania had been ordered to return to their  
homes for the purpose of mobilisation, but  
there has been no Bulgarian or Greek  
announcement to that effect.

LATER.

The total number of Turks called out on a  
war footing in Macedonia is 150 battalions.

THE GOVERNOR OF BOMBAY.

LONDON, 26th August.

Lord Lamington has been appointed Governor  
of Bombay.

THE UNITED STATES.

LONDON, 26th August.

Mr. Elihu Root, Secretary of War, has  
resigned and is succeeded by Mr. Taft.

HONGKONG WATER POLO  
ASSOCIATION.

AQUATIC ENTERTAINMENT.

This afternoon at the V.E.C. enclosure, the  
members of the Water Polo Association will  
give an aquatic entertainment, commencing at  
4.30 p.m. sharp. Ladies are cordially invited  
by the committee. The following is the  
programme:—

1.—TWO LENGTHS (HANDICAP). First and  
second in each heat to swim in the tank.

FIRST HEAT. SECOND HEAT.

G. J. Clarke ..... G. J. Alver ..... 4  
H. Austin ..... G. H. Rubie ..... 4  
C. T. Jozio ..... M. A. Razack ..... 5  
J. M. Bristo ..... L. E. Lammett ..... 5  
H. S. Holmes ..... F. Ellis ..... 6  
A. B. Bristo ..... J. B. Bristo ..... 7  
F. J. Jorg ..... E. Jordan ..... 1

2.—TEAM RACE.—Y.M.C.A. Lusitano, and  
another.

3.—TWO LENGTHS HANDICAP (final heat).

4.—TWO RACE (1 length).

FIRST HEAT. SECOND HEAT.

G. H. Bristo ..... F. E. Ellis ..... 5  
H. Austin ..... A. B. Chummett ..... 7  
F. K. Tets ..... E. Raymond ..... 2  
H. S. Holmes ..... H. C. Sawyer ..... 6  
F. M. Bristo ..... E. E. Bristo ..... 6  
J. Alver ..... M. A. Razack ..... 3  
F. Jorg ..... E. Jordan ..... 1

5.—EXHIBITION DIVING.

F. W. White ..... M. A. Razack  
W. Schumacher ..... J. Alver

6.—TWO RACE (final heat).

7.—WATER POLO.

MADE. WHITE.

A. E. Alver (Capt.) ..... W. Armstrong (Capt.)  
C. J. Cooke ..... J. Wittichell  
A. Bristo ..... J. Loureiro  
N. H. Alver ..... F. K. Tets  
L. E. Lammett ..... J. Miller  
C. M. Alver ..... F. D. Bain  
E. Bristo ..... A. Ribeiro

CARTOONS IN METAL.

The cartoonist of our own day who turns out  
his drawing for the current day's paper is some-  
thing of a phenomenon, but his predecessors  
among the metal workers were pretty handy  
fellows. A situation had to be hit off, inscrip-  
tion added, dies made, and the whole stock of  
cartoons in metal distributed in time to catch the  
public sense while the political situation dealt  
with was still fresh in mind. The metallists,  
of the middle ages, spent no one. Popes and  
priests, queens and kings, and courtiers  
all were gibbeted in this fashion. Mary  
had reason to suspect her Privy Council of a  
foul caricature of which she was the victim.  
Charles V. declared war on Holland for a mal-  
icious medal by which he was caricatured.  
Elizabeth ordered a special issue as a counter-  
blast to one scattered over England by Philip of  
Spain prior to the destruction of the Armada.  
As a medium for the expression of international  
hatred, and the detestation of class for class,  
these old-world coins played a remarkable part,  
and despite the difficulty of distribution, seem  
to have attracted public attention in a manner  
impossible to the modern cartoonist.

PREVENTION OF CRUELTY  
TO ANIMALS.

SOCIETY FORMED IN HONGKONG.

A public meeting of ladies and gentlemen  
interested in the formation in the Colony of  
a Society for the Prevention of Cruelty to  
Animals was held yesterday afternoon in the  
City Hall, H. E. the Governor, who was accom-  
panied by Lady Blaks, presiding.

In proposing the first resolution on the paper,  
Mrs. EXCELSHAW explained the objects of  
the meeting, and said the formation of such a  
Society in Hongkong had not come a day too  
soon. He referred to cases of cruelty to animals  
that had come under his own notice, where  
horses, cattle, and fowls were made the victims  
of unnecessary suffering, and expressed the  
conviction that carelessness or thoughtlessness  
on the part of the people inflicting that  
suffering had a great deal to do with it. He  
quoted an instance that occurred once in the  
West Indies, where, riding along the road one  
day, he saw an old negro woman carrying some  
fowls to the market by their legs with their  
heads hanging down. He stopped the old  
woman and said to her—"That is a cruel  
thing to do; how would you like, my good  
lady, if I took you up by the feet and carried  
you that way for two or three miles?" She  
appeared outraged at the idea, but carried the  
fowls properly after that. She simply had not  
thought about it. In the same way there was  
a complaint here recently about gross cruelty to  
a pony, which had been driven about all day and  
at last dropped and nearly died; it was possible  
that there the Chinese thought a little about that  
pony as the Cockney, whom Mr. Leitch was fond  
of caricaturing in the pages of *Punch* years ago,  
thought about his horse. When told that the  
animal might be driven for thirty miles but  
could not possibly be driven for sixty, he  
answered—"It is all right; I have bought two  
whips." In most of these cases it was probable  
that the cruelty was the result of unfeeling  
thoughtlessness rather than deliberate brutality.

The purpose of the Society was to stimulate  
the susceptibilities of these thoughtless persons  
and bring before them appreciation of the fact  
that God, who had laid upon all animals the  
capacity to suffer, had planted in the human  
breast the seeds of sympathy, and pity, and  
mercy, and without cultivation of these quali-  
ties, a man, or woman, however successful  
or high or mighty, was but a poor creature  
whose mind had been deformed by neglect  
or abuse. As Shakespeare had said in his  
beautiful lines—"Mercy is an attribute  
to God himself." His Excellency, whose remarks  
were received with applause, then read the following resolution  
standing in his name:—"That it is desirable to  
form a Society for the Prevention of Cruelty  
to Animals in Hongkong and it be now  
resolved that such a Society be hereby formed  
under the name of 'The Hongkong Society  
for the Prevention of Cruelty to Animals.'"

Mr. E. A. HERBERT, who seconded, thanked  
His Excellency for the interest he had shown  
in the movement and for the support he had  
given it by allowing himself to be nominated  
as the President of the proposed Society.  
Proceeding, he made reference to the active  
interest which the Royal



imagination than described. It was for the suppression of such acts of cruelty as those that the Society was proposed to be founded.

Rev. C. HICKLING supported the resolution, and said that if the example of His Excellency in the West Indies were more generally followed here it might do a great deal towards securing better treatment for the dumb creation.

Referring to the case quoted by His Lordship the Bishop of a man using a stick to beat a woman who was violent where he expected to be hit back might be called brutal and cruel, but a man who used violence when he knew he would not be hit back was a contemptible coward.

On the motion of His Excellency, seconded by Commodore ROBINSON, it was decided to request the following to form the first Committee of the Society:—President, H. E. Sir Henry A. Blake, G.C.M.G., Vice-Presidents, H. E. Major-General Sir W. J. Gascoigne, K.C.M.G., Commodore C. G. Robinson, R.N., the Bishop of Victoria, and the Rt. Rev. L. M. Hargrave, Bishop of Otago. General Committee:—Hon. Dr. J. M. Acheson, Hon. Sir C. Paul Chater, C.M.G., Hon. C. W. Dickson, Hon. F. H. May, C.M.G., Hon. Wei A. Yut, and Messrs. D. Clarke, A. Gibson, E. A. Hewitt, Rev. C. H. Hickling, Ho Tung, M. S. Northcote (Hon. Secretary), A. J. Raymond, C. H. Ross, E. H. Sharp, K.C.M.G., A. Slobe, J. R. M. Smith, C. A. Thomas, C. N. Wilcox (Hon. Treasurer). The Committee to have power to add to their number and to appoint a Sub-Committee as may be found advisable.

It was proposed by His Excellency, seconded by Mr. A. J. Raymond, and carried unanimously that "The Committee are hereby empowered to make such regulations and by-laws as may from time to time be found advisable."

His Excellency next proposed "That the annual subscription be \$2 for adults and fifty cents for children under 10 years of age, the Committee to have power to change the amount of the annual subscription if found necessary."

Mr. C. WILCOX seconded the motion, which was carried.

The last motion on the paper was also made by His Excellency as follows:—"That a public meeting of the Society be held at least once a year at which a report of the working of the Society during the preceding year be presented by the Committee and an account of the funds of the Society be rendered."

Rev. C. H. HICKLING seconded the proposal, which was carried.

This was all the business, a meeting of the Committee was held immediately afterwards.

#### A SELF-CREATED EMPEROR.

According to a paragraph published in the Paris Temps, M. Jacques Lebandy, the Paris millionaire, has proclaimed himself Emperor of the Sahara.

The Temps of June 17, published the following report:—A despatch from Teneriffe announces that an expedition commanded by M. Jacques Lebandy two months ago occupied that portion of the western part of Africa which extends from Cape Bojador in the south to beyond Cape Juby in the north. The part of the coast occupied is situated opposite to the Canary Islands and extends for a distance of over 300 kilometres (185 miles). The shore, which is the most dangerous one in Africa, affords no shelter for shipping. The expedition is armed with machine guns and quick-firing Hotchkiss guns, and is supported by several ships which cruise off the shore. The first landing was effected at a spot 27 deg. 14 m. north latitude. This region is inhabited by independent Moorish tribes, who are at war among themselves and are armed with muskets. When the first landing was made natives were present, but these, though fanatical and manifestly hostile to strangers, offered no resistance and hoisted a white flag. The Jacques Lebandy expedition has made preparations for occupying the coast and the hinterland. It has, it appears, assured itself of the support of the principal native tribes, and has evinced the intention of maintaining, with their support, its sovereignty over this territory. Important works will shortly be begun. A site for a town has been chosen, and a fort will be constructed. Subsequently it was stated that the French Government had not countenanced the expedition.

#### CHURCH SERVICES.

##### S. JOHN'S CATHEDRAL.

30th August, 12th Sunday after Trinity.  
Holy Communion (7.30 a.m.)  
Matins (11 a.m.)

Responses, Psalms, Venite, Hallel, Psalms, Woodward, Croch and Woodward; To Deum. Dyes in P. Benedicite, Garrett in G. Anthem, "Tollite Thine Bar," Hummel; Hymn, 5; Offertory Hymn, 308.

Evensong (5.45 p.m.).  
Responses, Psalms, Battishill, Turo and Humphreys; Magnificat and Nunc Dimittis, Maunders in D; Hymn, 249, 250 and 258; Vesper Hymn, Ward (No. 2).

##### S. PETER'S CHURCH.

Queen's Road West.  
Holy Communion 7.30 a.m.  
Matins (11 a.m.)

Venite, Hopkins; To Deum, Lawes; Jubilate, Gregory; Hymns, 470, 123, 386, and 421.

Evensong (6.30 p.m.).  
Magnificat, Lawes; Nunc Dimittis, Barbry; Hymns, 405, 408, 297, and 35.

The Church launch *Daylight* will call on ships carrying white crews to bring friends ashore to the services, between 9.15 and 10.30 a.m., and between 5.15 and 6 p.m. (Kowloon Police Pier 10.30 and 6); returning afterwards. The answering pennant is the call flag. All the sittings are free and unappropriated. Visitors welcome. Books &c. provided. Sunday School 10-10.45 a.m.

#### LATEST STEAMER MOVEMENTS.

The Imperial German mail steamer *Zieten* left Singapore on the 27th inst., at 6 p.m., and may be expected here on the 1st prox., at 5 a.m. The C.P.R. steamer *Empress of China* arrived at Vancouver on the 25th inst., at 7.30 p.m. The C.P.R. steamer *Tartar* left Vancouver on the 25th inst., p.m., for Hongkong, via the usual ports of call.

#### SPORTING NOTES.

Very unpropitious weather attends the eye of the commencement of our athletic season. Today, unless the rain proves too much, it is intended that practice shall commence on the Cricket Ground, with a view to giving the candidates for places in the Hongkong team for Shanghai an opportunity of showing their form. Fortunately it seems that the rumour mentioned by "M.C.C." in these columns on Thursday was more or less correct. The news is very welcome. It would indeed be a matter for regret if owing to the obduracy of the rain it should become impossible to send up a representative side to Shanghai. It now seems possible that a good eleven may be put in the field. Without such a hope it would be useless to send up a team to the neighbouring port for Shanghai is evidently strong this year. With the Cricket Club, the Recreation Club, and the Police Club to select from, the Shanghai representatives are bound to have a powerful lot. One of the Shanghai papers has already suggested "a suitable team, but it is perhaps not much use to venture an opinion yet. Several of the visitors to Hongkong in the last Interport Week here are sure to be included, and there are new men of great ability. Among the records of the present season in Shanghai I notice particularly the bowling figures of E. H. Lynch, who plays for the Municipal Police, and has really done some remarkable things. With regard to the Japan team, I hear that there is a possibility of its not being able to appear; it is sincerely to be trusted that this fear will not be realised.

Taking it for granted that the team will go, which I suppose we may now do, the great necessity is to get to work at once. Any side we may send is sure to want a lot of polishing. A vigorous captain is an essential. Equally essential is a strict attention to fielding, a department in which Hongkong was severely weak last season. The selection committee may be hard put to it to get sufficient bowlers of class. Unless Dixon and R. Hancock can get off, the task looks almost hopeless. Personally I have always thought very highly of the claims of Lambie to a place in our best team; it may not be generally known that he and Dixon headed the bowling averages (like the batting, still unpublished, by the way) last season. Lambie is a slow bowler, and a slow bowler is badly wanted. Whether he could get away I cannot say. With regard to batting, it is said that Maitland is a doubtful starter. I trust this is not true, for he can make a lot of runs on his days and is an useful man on the side. We shall know the best—or worst—soon, but to my mind without the Hancock, Dixon and another bowler (beside Turner) the enterprise will not meet with much reward.

The Hon. Sec. of the H.K.A.F.C. states that the six-a-side competition of the Football Club will shortly commence. Members desiring to participate should notify the Association, Captain—Mr. J. W. C. Bonnar—on or before the 6th prox.

Not much progress has been made in the Wigwam tennis tournament. The Championship ships (for which twelve have entered) have not started, and the most interesting result during the week was the victory in the "A" class singles handicap of Humphreys (over 30.5) over Sandford (scratch) by 6-0, 8-5.

The Water Polo Association is giving an aquatic entertainment this afternoon, the programme of which appears attractive. It is to be hoped that the weather will not be too appropriate for water polo.

The man in search of "scholips," as a well-known local sportsman calls them, is not in a happy position just now. There was too much water already in their usual haunts, and yesterday's rain certainly was not calculated to improve the state of affairs. Last week three or four couples to such persevering parties as did go out were as good as could be expected. Some parties have been planning excursions for this week-end, but the rain may damp their enthusiasm.

Though the third race for the America Cup was not concluded on Thursday and has to be resaid to-day, little satisfaction can be felt by Britons over the non-defeat of Shamrock III two days ago. According to Reuters' telegram, the abortive third race resulted in the worst tactical defeat ever suffered at the start of a Cup-race. The details are not absolutely clear, but the "sidling jockeying" of the *Reliance* shows that her captain was too much for Sir Thomas Lipton's man. Some people here seem to think the so-called "jockeying," unportsmanlike, but what is permitted by the rules is obviously open to both yachts, and it is well known among yachtsmen that starting tactics are a great test of seamanship, which is a most important factor in yacht-racing. It seems from an American paper that about the middle of last month Sir Thomas Lipton, by enlarging the sail area on the challenger, sacrificed nearly three-fourths of the time allowance his boat would have received from the *Reliance*, "but the Irishman has such confidence in his yacht that this does not bother him at all." The paper continues:—"It is probably a long chance Sir Thomas Lipton is taking, considering the added danger of accident, but he wants that Cup, as everybody knows by this time, and is staking his last strand of rope-yarn on his chances."

A Shanghai paper publishes the articles for a 20-round boxing contest on the 19th prox. between C. St. Clair and Billy Bellow, both prominent boxers on the China coast. The purse is \$500. Shanghai appears to get better sport than the fiasco and fowl which draw Hongkong audiences to the ring.

I see that a member of the Kobe Rowing and

Athletic Club recommends that ladies—wives, sisters, cousins, and aunts of members—persist in taking out boats with sliding seats when they go out for a row. These boats are particularly meant for racing members. The arrangement should surely have been put on a firm basis when permission was given to the ladies to use the boats.

Bowling is flourishing in Singapore. The Tennis Club with a score of 4,318 beat the Tugata Club (3,873) and a Penang team (2,840) two weeks ago. What has become of the Anglo-German match here?

A few items of home cricket news, in advance of the mail papers, may be of interest.—Arnold of Worcestershire (the "English Noble," as he has been called) is to go out with the M.C.C. team to Australia, his county having apparently given him permission.—Middlesex still led in county championship table on the 13th inst., but one loss would put them below Yorkshire, their defeat by whom has made the Northerners very hopeful of once more figuring at the top of the table. Sussex were a good third on the 13th inst., Wotts just led Worcestershire for fourth, and the other counties followed in this order:—Lancashire, Essex, Kent, Surrey and Warwickshire, Somerset, Derbyshire, Hants, Leicestershire, and last Gloucestershire, still waiting for their first win. A telegram in a Sydney paper dated the 31st ult. completes the record of the Surrey and Yorkshire match. Yorkshire obtained 254 and dismissed Surrey for 84 and 73. Yorkshire thus won by an innings and 97 runs. Hirst secured 10 wickets for 67 and Rhodes 10 for 81. These two bowled through the two innings unchanged.

#### OMPAX.

#### LATE TELEGRAMS.

[VIA SHANGHAI.]

##### THE BALKANS, 21st August.

The Russian Embassy has explained to the Porte that the despatch of the squadron was not a hostile demonstration, but was simply intended to hasten the acceptance and application of Russia's demands. The Russian demands include the dismissal of various officials in Macedonia, and the reinstatement of others; the immediate appointment of Europeans to command the gendarmerie; and the liberation of prisoners arrested only on suspicion, or for giving information to the foreign Consuls. Greece has appealed to the Powers to put an end to the excesses in Macedonia, from which the Greeks are the greatest sufferers.—N.C.D.N.

##### Berlin, 21st August.

It is now stated in well-informed circles that the despatch of the British and Italian squadrons to Salonica was absolutely in accord with Russia's desire. The Russian ultimatum is couched in such terms that Turkey can easily accept it.—O. Lloyd.

##### Berlin, 22nd August.

Turkey has complied with the Russian demands in regard to Macedonia. Thereupon Russia has withdrawn her ships from the Turkish waters, while the international naval demonstration at Salonica, desired by Russia, will be abandoned.—O. Lloyd.

##### London, 24th August.

The Russian demands on the Porte have already been executed. They include the reprimanding of Hilm Pasha, the Inspector-General of Macedonia. The Turkish Grand Vizier is going to Macedonia on a tour of inspection.—N.C.D.N.

##### THE WAR IN NIGERIA.

##### London, 22nd August.

Burma was the last stronghold of the Sultans of Sokoto, and its fall completes the destruction of the great Mahomedan empire of Nigeria, and has established British rule over a vast territory.—N.C.D.N.

##### GERMAN FINANCE.

##### Berlin, 22nd August.

The Secretary of the Treasury, Baron Thielmann, has resigned and will be succeeded by Baron Stengel who, until now, has been Director of the Bavarian Treasury and since October 1899 Minister of the Imperial Treasury in Berlin. He is considered to be the best informed man in regard to the finances of the single German States and has been ordered to organise a thorough reform of the Imperial Treasury.—O. Lloyd.

##### THE ZIONIST MOVEMENT.

##### London, 24th August.

It was announced at the Zionist Congress at Basel that the Imperial Government has offered a portion of British East Africa for the purposes of Jewish colonisation.—N.C.D.N.

[VIA AUSTRALIA.]

##### THE CONCLAVE AT ROME.

##### London, 2nd August.

All communications and all food for those within the Vatican are passed through four revolving trapdoors, which are guarded by six "Lettors." Letters and newspapers are censored before being admitted. "Open oblique" and fish are opened before they are passed through the trapdoors in order to prevent unauthorised communications reaching the Cardinals in conclave.

##### London, 3rd August.

Inside the Vatican members of the Swiss Guard watch every court, staircase, and gateway, while the church officials render it impossible to hold any communication with the inner enclosure, where the Cardinals are assembled. Some signalling, which was observed to be proceeding from a window of the Vatican, induced Cardinal Oreglia, the Cardinal Camerlengo, to strengthen the precautions made for the purpose of preventing news filtering outside.

Tens of thousands of people are in the vicinity of the Vatican, watching the smoke signals, which tell of another unsuccessful ballot, and ready to acclaim the Pope when he is elected. It has transpired that the Spanish Cardinals are dismayed at the failure of the authorities of the Vatican to provide a special room for those who smoke. It seems that the Spanish Cardinals smoke cigarettes. Instantly, Cardinal Oreglia, the Camerlengo, was horrified at the conduct of the Spanish Cardinals in smoking. Notwithstanding the Spaniards persisted in smoking everywhere.

##### EMERGENCY IN PERSIA.

##### London, 2nd August.

Owing to the financial outlook directed by Mohammedan priests against the Babi sect in Persia, which led to riots and a massacre of hundreds of the sect at Teheran, the situation is critical. A tribe has been expelled from the city of Teheran owing to apprehensions that their presence would cause trouble.

#### RUSSIA'S INTENTIONS.

London, 3rd August.  
The Paris edition of the *New York Herald* asserts that Russia is intending to make a free port in Northern Norway. With this object in view, Russia is trying to induce discontented fishermen of that portion of the coast to appeal to Russia protection against the administrative action of Norway.

#### DANGEROUS BOMBING RAYS.

London, 3rd August.  
Mr. T. A. Edison has persisted in making experiments with the Bortzen rays, with the result that the sight of his eyes has been injured. Examination by an oculist resulted in it being found that the eyes were out of focus. An assistant employed by Edison has had one of his arms paralysed, as the result of experiments with the X rays. It has been found necessary to amputate the limb.

#### THE U. S. COAL DISPUTES.

London, 4th August.  
Although the coal-miners of the United States are very impatient because of the inability of the Conciliation Board appointed by President Roosevelt to settle disputes between the miners and the coal-owners, it is understood that high officials in the miners' unions intend to postpone the proclamation of a general strike until the Presidential campaign year, when it is considered the political complications resulting from a strike would so injure the chances of the Republicans retaining their power that a victory for the miners is assured.

#### TRANS-CANADIAN RAILWAY.

London, 4th August.  
The speech Sir Wilfrid Laurier, the Prime Minister of Canada, delivered in supporting the bill for providing a new trans-continental railway for Canada, to be independent of the United States, has provoked no hostile comment in the United States.

#### NEW RUSSIAN BATTLESHIP.

London, 4th August.  
One of the new battleships being built by Russia is of the type of the British battleship *King Edward VII*. She has a displacement of 16,500 tons, and will have a speed of 18 knots. Her armament consists of four 12 in. and twelve 8 in. guns, in eight turrets, and her cost is estimated at 11,000,000 roubles (£1,100,000). She will be the largest and the swiftest vessel in the Russian fleet.

#### THE TRIPOLI HINTERLAND.

London, 4th August.  
There are rumours that Turkish troops have occupied the oasis of Hima, Tripoli, three hundred miles south of Lake Tchad. The rumours have excited the Paris Press, which urges the French Government to inform the Turkish Government that France will not tolerate any interference in the hinterland of Tripoli.

#### RUSSIAN SOCIAL TROUBLES.

London, 4th August.  
The social condition of the provinces in the Caucasus district of Russia continues to be in a very bad state as shown by rioting and other excesses of the people. Confagurations of oil wells and of factories caused by incendiaries are of daily occurrence. The prolonged suspension of traffic on the railway from Baku to Tiflis and the consequent stoppage of supplies is causing famine in many of the towns of the villages along the line. Strikes are in full force, and frequent collisions are reported between the troops and the men. The main grievances of the strikers are long working hours, inadequate wages, uncertainty of employment, and unfair fines.

#### JOINT STOCK SHARES.

Messrs. Vernon & Smyth say in their weekly share report, dated Hongkong, 23rd August.—Our market continues to be adversely affected by the persistent rise in sterling exchange and the consequent withdrawal of money from the Colony. The few transactions that have taken place have been mainly in connection with the approaching settlements, and a small investing business. At the time of closing sellers generally rule the market.

BAKES—Hongkong and Shanghai after a quiet week at \$242, \$240 and \$237, the market closed with all sellers at \$235 and some buyers at \$239. Nationals have declined to \$28 with sales and buyers.

MARINE INSURANCES.—Unions have changed hands in small lots at quotation, Canton at \$180 and \$181, and China Traders at \$200 all closing quiet with probable sellers. North China and Yangtze unchanged.

FIRE INSURANCES.—Hongkong are on offer at quotations. China after small sales are procurable at \$261.

SAVINGS.—Hongkong, Canton and Macao have ruled with no business, and sellers at \$33, India upon an enquiry from Shanghai suddenly rose to \$37, at \$35 and \$35 and \$36, but the demand easing, shares are now obtainable at \$38. China and Manilla unchanged and without business. Douglases are now offering at \$39, and Star Ferries and Shells at quotation with a small business in the latter at \$1.25 6d. and \$1.

REFINERIES.—China Sugars remain neglected with no sales, and close more or less nominal at \$95. Rumors have been placed at \$11.

MIXING.—No business to report under this heading.

DOCKS, WHARVES, AND GODOWNS.—Hongkong and Whampoa Docks have been the medium of a fair business at \$210 to \$212 cum dividend the market closing somewhat easier at \$205 ex dividend. Kowloon Wharves have changed hands at \$88. Amoy Docks unchanged and without business. Farmanaks are reported from Shanghai at \$112.

LANDS, HOUSES, AND BUILDINGS.—Hongkong Lands have found buyers at \$136, but close with sellers at \$135. Hotels continue on offer at \$153 without inducing buyers to come forward. West points remain inactive and without business. Humphreys are on offer at \$107.5 without business. Oriental Hotels have advanced to \$56 on receipt of the news of the sale of the Hotel in Manila.

COTTON MILLS.—Unchanged and without business.

MISCELLANEOUS.—Manila Investments have changed hands at \$15. A. B. Watsons at \$143, New Electrics at \$7, and China Providents at \$9.50. Watkins are in a small demand at \$7. Green Islands have declined to \$223 without sales.

MEMOS.—Humphreys Estate and Finance Co., Ltd., extraordinary meeting on 31st October, Hongkong and Kowloon Wharf and Godown Co., interim dividend of \$2.50 payable 31st August; transfer books close from 25th to 31st inst.; Hongkong Hotel Co., Ltd., ordinary yearly meeting 7th September; transfer books close from 1st to 7th September. Hongkong Cotton Spinning and Weaving Co., Ltd., ordinary annual meeting 14th September; transfer books close from 8th to 14th September.

There is only one thing," she said to her friend, "that makes me doubt Herbert's affection for me."

"What is that?"

"He thinks that some of the snap-shot photographs he has taken of me are a good likeness."

## PHOTOGRAPHIC

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#### JAPAN.

14th August.  
It would be saying too much to assert that the Japanese expect war. They are fully prepared for it, it is true, but I cannot say that they generally expect it. It is possible, of course, that a few of the veteran statesmen who stand nearest the Mikado's throne may have decided that now is the time to crush Russia, but that all precautions must be taken ere the blow is delivered lest Kuroki take flight or officers at the audacity of a hither nation giving Christian notice a bad beating. However that may be, the fact remains that the average Japanese believes that Russia will in view of her almost inviolable practice when sufficient force has been brought to bear on her, and especially in view of the present serious trouble in Macedonia, perform a complete climb-down in a month or so. This conviction has emboldened Japan to go very far indeed, that is to open negotiations direct with St. Petersburg on the Manchurian question. It is not impossible that Russia may suggest Japan referring her to Peking, but though such action on Russia's part would increase the gravity of the situation, the Japanese believe that no matter how bad and apparently hopeless the situation becomes, they have always got a trump card to play in the Hague Court of Arbitration to which the Tsar cannot refuse to refer the matter in dispute if called upon by Japan to do so.

#### THE BELLIGERENT SECTION.

Meanwhile a considerable section of the Japanese have undoubtedly worked themselves into a state of great excitement and seem determined on forcing on a war. At the head of this section I should be inclined to place the famous "seven professors," who want the Government to fight Russia now as she will be too powerful a year hence. Then comes the "Strong Policy League" which is also thirsting for gore—and wants it quick. Undoubtedly a perusal of the accounts of the proceedings of these jingoistic societies is calculated to make an outsider think sometimes that, after all, this trouble in the Far East is simply a question of whether Japan or Russia will have Manchuria and Korea, not whether Manchuria and Korea will remain under their rightful rulers. The manifesto issued by the "Strong Policy" gentry lays it down as an axiom that the great Empire of Japan has a divine mission to maintain the peace of the Orient and that it was with a view to fulfilling this "divine mission" that Japan "chastised China and supported the independence of Korea." The manifesto then goes on to point out that it is also apparently part of the divine mission for Japan to fight Russia.

The newspapers must also, I am sorry to say, be classed with the jingoists—at least a large proportion of them must. It is disconcerting, indeed, to find papers with a reputation for sobriety such as the *Fiji* possesses, telling Russia that its menacing preparations for war, its military and naval forces in the Far East, will not frighten Japan, which could sweep the Russian fleet off the seas as soon as war is declared and could drive every Russian soldier out of Manchuria in two months. During the war with China the Japanese never completely cleared their opponents out of Manchuria and it is really too much for a very moderate and thoughtful paper to say that, in spite of their long preparations for the conflict, the Russians could not cling to Manchuria even as long as the Chinese did.

Why, asks the *Kohunin*, another very able and thoughtful paper, do the people remain so calm in the midst of so serious a diplomatic complication? In one sense, their apparent quietude signifies, in the *Kohunin's* opinion, the deepness and strength of their determination. At the same time it shows the confidence the people repose in the Government's ability and resolution to satisfy their aspirations. Whether the Government deserve such confidence on the part of the country, your contemporary does not undertake to say, but it entertains no manner of doubt as to the fact that the country relies on the Government to guide our foreign policy in a satisfactory manner. "When," says the *Kohunin* in conclusion, "time arrives for the action to show its resolution in a material form, no hesitation will be felt even in turning the whole country into one huge barracks. Should it fail to satisfy the people in its conduct of the foreign policy, the Government must be prepared to receive on its doted head the determined blow aimed at the possible enemy of the country."

The *Mainichi* thinks that Russia is not in a position to persevere. Her troops are ill-disciplined, her commissariat arrangements are deplorably weak, and her navy is hardly prepared for fighting. "This Tokyo paper sees in the ostensibly warlike preparations on Russia's part only attempts at intimidation. China into coding some privileges to Russia. The *Mainichi* seems to think that Russia is a huge bubble only awaiting to be pricked by the Japanese sword."

THE QUESTION OF EXCHANGE.  
As the Tokyo correspondent of the London *Times* pointed out in his latest letter to that paper, some Japanese are in favour of exchanging—so to speak—Manchuria for Korea, that is, of giving Russia a free hand in Manchuria in return for a similar privilege in Korea. Now that England has practically washed her hands of the Manchurian question, I should not be surprised if the final settlement, whether it is arrived at with or without war, be based on some such arrangement. At present, however, the opposition against it is very strong.

PASSIVE ENGLAND.  
It is rumored, not without some probability, that Japan had approached England some time last week on the question of taking stronger measures against Russia than any that had been tried so far and that England had thrown cold water on the scheme. Whether this has anything to do with Sir Claude MacDonald's presence in Tokyo during some a terribly hot summer as this is and with a recent visit which he paid to the Foreign Office, I cannot say; but it must be admitted that the Japanese very sensibly recognise the fact that England cannot afford to go to war about Manchuria and profess to expect nothing more of their ally than that she stand by to see fair play, supposing there is a row between Japan and Russia.

The Tokyo *Asahi*, referring recently to a London telegram in an American paper, remarks that the message in question correctly describes Japan's attitude when it states that Japan is not satisfied with the indefinite assurances

which Russia had given to the Washington Government in connection with Manchuria. The telegram is, however, in your contemporary's opinion, incorrect when it proceeds to say that Japan's invitation to England to co-operate in a stronger line of policy in connection with Manchuria had been rejected by the London Cabinet. Whether or not that Cabinet was approached by Japan with a proposal of the kind, the *Asahi* cannot say, but, even supposing that such a proposal was made, it seems no reason why it should be rejected by the English. The Anglo-Japanese Alliance was concluded because the interests of these two countries in the Far East are identical, and the actions of Russia in Manchuria are clearly opposed to the fundamental principles of that Alliance. Under these circumstances your contemporary thinks it quite natural that some common line of policy should be pursued at this juncture toward Russia by both Japan and England. The *Asahi* will, therefore, in the absence of some proof, hesitate to give credence to the alleged rejection by England of Japan's proposal for joint action. At the same time, it warns its countrymen against the folly of expecting much active help from England. England, it says, does not feel the same interest in Manchuria that Japan feels, and consequently Japan's ally cannot be expected to go quite to the length Japan may be induced to go. Whatever the terms of the Alliance may say, it would be mean, it continues, for Japan to expect from England more than her real interest warrants her to do. "This nation," says the *Asahi* in conclusion, "must be resolved to settle the difficulty singlehanded. Now that the danger point is approaching, we must not turn for assistance to our Allies; we must not rely on any one except ourselves."—N.C. Daily News Correspondent.



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**DAVID CHRISTIE MURRAY**  
(Author of "Joseph's Coat," "Doinboy Gold,"  
"Aunt Rachel," "Despair's Last Journey," &c.)

## CHAPTER XIII.

It was the first of May, and that same good-  
three-master, the *Clear*, which had carried  
Major de Blaquiere and Sergeant Jervase from  
the Crimea to Satalia, was bowling merrily  
along South of Naples where Vesuvius had his  
smoking-cap on. There were many invalided  
men on board, and amongst them three with  
whom this story has a particular concern.

"You are right, Captain Tompkins, it is  
abominably unkind; I had reckoned on seeing  
the finish of the campaign, and it's hard to find  
oneself bowled over now, and sent home again  
like a useless old bale of damaged goods."

General Boswell was stumping the aching  
deck with the aid of the Captain's arm, getting  
his first hour of exercise since he came aboard.  
All the snowy canvas was filled hard as iron  
with a noble level breeze, and the ship was  
making a speed which would hardly have dis-  
graced an Atlantic liner of the modern day.  
She made a prettier sight than any steam  
driven craft ever made, or ever will make; and  
she carried a better music with her in the faint  
wind-smitten cording of the shrouds and the  
deep organ hum of the stretched canvas.

"I am saying, Polson," said the General,  
encountering the sergeant halfway along the  
deck, "that it's unkind for an old fellow to  
get bowled over than it is for a young one.  
You may be as fit as a fiddle again in a month  
or two, and may have your fill of fighting  
for Queen and country; but I have done my  
last day's work, and that is a weary thing to  
think of."

"Last day's fighting, sir?" said Polson,  
"but not the last day's work. There's a heap  
to be done for the old country yet, and I hope  
that Irene's dream may come true and that  
you may go into the House of Commons and  
give those buggars at the War Office their  
proper fodder."

"That is the business of a younger man than  
I am," said the General, "and I doubt if  
there's any mending in that direction. I have  
been at the game now, off and on, for some-  
thing like forty years, and I know we have the  
best fighting stuff in the world at our com-  
mand, but the Department have always made it  
their business to cripple it, and starve it, and  
leave it naked and hungry. I've seen it in  
Spain, and in the Low Countries, and I've  
dragged out three years of it in the old Maumts  
country, and it has always been the same. I  
suppose it always will be until we learn that  
it is as necessary to have a soldier to look after  
things at home as it is to have a soldier leading  
in the field. When we get you home again,  
my lad, we'll run you for the Southern Division  
of the county and you shall talk to 'em across  
the floor of the House of Commons."

The three men reached the bows of the good  
boat and turned, and there was de Blaquiere  
before them with a weatherbeaten servant hold-  
ing him by the elbow and piloting him along the  
deck. He saluted in passing, and the  
General laid a hand upon his shoulder.

"I should like half an hour with you this  
morning," he said, "if you can spare the time  
to come into my state room for a talk."

"I am at your service now, sir," said de  
Blaquiere.

"Shall we go down?" asked the General.  
"One time easily still, and this May wind gets  
into an old man's head like wine."

"And into a young man's too," said de  
Blaquiere. "I am half tipsy with it, and  
shall be glad to get into shelter."

"We'll see you at breakfast, Polson," said  
the General, "and until then, good-bye."

The two men reached the General's cabin and  
sat down together.

"When we touched at Corfu," said the  
General, "I found a letter from my London  
agents—I'd like you to see it, and I shall be  
glad if you can confirm its contents, or at least  
a part of them."

De Blaquiere took the proffered letter and  
read.

"Sir,—We are instructed to inform you that  
a sum of fifty thousand pounds has been de-  
posited with us to your credit by Mr. John  
Jervase, of Beacon Hargate. Mr. Jervase re-  
quests us in communicating with you to say  
that a further sum of one hundred thousand  
pounds, making in all one hundred and fifty  
thousand, has been deposited by him in the  
interest of Major de Blaquiere with that  
gentleman's agents. We are desired to add  
further that Mr. Jervase has joined his brother,  
in South America, that he proposes to establish  
business relations there, and does not intend to  
return to England.—We are, sir, your obedient  
humble servants, E. A. Cox and Co."

"Except," said de Blaquiere, "that the  
sums mentioned here are reversed in order. I  
have a letter identical in terms. The old  
soudred has bled very freely."

"And there's no Vendetta?" said the  
General, smiling.  
"Vendetta!" said de Blaquiere. "You  
can hardly have a Vendetta with a man who  
has saved your life, even though the beggar did  
it for no other reason than to show how much  
he despised you. I was wrong about the lad  
General; he's a very fine fellow."

"I could have told you that much long ago,"  
said the General. He reached out a lean brown  
hand and rang a bell which stood upon the  
state-room table. "You'll take a glass of wine,  
Major? It's against my rule, but I feel like  
breaking rules to-day."

So the wine was brought, and the glasses were  
filled, and the two men drank to each other. The  
General lit a cigarette, and sat in a deck chair;  
but the younger man fidgeted and was obviously  
ill at ease.

"There is one thing on my mind, General  
Boswell," he said at last, "and I should like to  
get it over. I had two or three months at  
Satalia and I was nursed by an angel all the  
while."

"Don't go on, my lad," said the General,  
reaching a hand towards him. "If I understand  
you, it's useless to talk of that."

"Very well, sir," said de Blaquiere, sipping  
gloomily at his wine; and nothing more was said  
for a minute or two, but the younger man  
gradually brightened, and it could be plainly seen  
that he was squaring his mental shoulders for  
the reception of a burden which he meant to  
carry.

"The sergeant is a lucky dog, sir."

"My dear fellow," said the General, "he has  
deserved to be a lucky dog. It is one of the  
ordinances of this life that a fellow can't choose  
his own father. If the lad had had a choice  
and had exercised it, I should have had no  
great respect for him. And yet I had a sort  
of liking for old Jervase. He was a bouncer  
always, but I thought he was an honest  
bouncer."

"They tell me," said de Blaquiere, "that  
the sergeant's to have his V.C. for that business  
in front of the first parallel."

"That is a settled thing, I fancy," said the  
General. "Sir Colin's word ought to be good  
for anything at all, and my own should go  
for something."

"Mine won't be wanting, sir, if they think it  
worth listening to."

"What did you two fall out about?" the  
General asked.

Major de Blaquiere dipped into the cigar  
box which had been pushed over towards him  
long before, and very thoughtfully fingered an  
evil-looking Trichinopoly.

"Why, sir, I believe if the whole truth were  
told we fell out mainly because I was a bit of a  
puppy. You're an older man of the world than  
I am, sir, and I dare say you can't have  
failed to notice that some men who think they  
are insiders are outsiders, and that some of  
the fellows they despise are better than them-  
selves."

"Do you know, de Blaquiere," said the  
General, "I like that?"

"A year in camp, and two or three months  
in hospital will do a lot towards changing a  
man's opinions."

"Won't they?" cried the General. "Egad!  
Won't they?" The old Christian Quixote  
mounted his hobby, and rode. "There are  
things in war that nobody wants to think  
about. It's an ugly trade. When I was a  
youngster, and in my first action, I was very  
hard-pressed, and I caught a bayonet out of  
the hand of a fellow who was dropping at my  
side, and I had to use it. It's fifty years ago  
now, but the man squealed and I haven't for-  
gotten it, and I'm never likely to forget it.  
But a man is born to die, sir, and he's born to  
do his duty. I fancy I'm a simple thinker,  
Major de Blaquiere, but there are things a  
hundred times worse than war, and if you  
didn't believe that God sent them, you wouldn't  
have to turn infidel. I've seen two or three  
colours, here and there, and a Black Death  
and a bubonic plague. What does it all mean?  
Jarring forces, sir, which Heaven will reconcile  
in its own good time. And that's what war  
means to my mind. You go where you're sent,  
just as the germ of disease or whatever you call  
it, goes, and you do what you are set to do.  
And I'll say this for war, sir, as an old Christian  
man who has spent his life at it. It's the fire  
of God to my way of thinking, and it burns out  
all manner of meannesses, and hypocrisies, and  
we should have a devil of a lot more to be  
ashamed of than we have if we didn't get into a  
solid fight now and again."

"It is a school, sir," said de Blaquiere.

"By heaven, sir," said the solemn General,  
"it is a school."

But there are more class-rooms than one in  
the great schoolhouse of human nature, and  
whilst the General was setting forth his  
theories of war, young Polson Jervase was  
sitting out a theory of another and an opposite  
fashion as he walked the deck with Irene.

He was deadly serious also, for all that part  
of life which seems best worth having lay before  
him. And the two had many talks as they  
paced the decks, morn and eve, together. Irene  
was almost the only lady on board, and most  
of the dot-and-go-one boys who had exchanged  
a natural limb for a timber toe, and the loose  
sleeved men who had left an arm behind them  
at Sevastopol, had been beneath her care.  
And those who did not know her ministrations  
in effect knew them by oral tradition, and the  
browned fellows stumping and tramping up and  
down saluted her with such a worship that her  
heart was like a fountain of glad tears a hundred  
times a day.

A girl has a natural and inborn right to be  
proud of her sweetheart in any earthly circum-  
stances what-soever, if he were the merest sub-  
sided, freckled and chinless Jones that ever  
skipped over a counter. But to have an ap-

proved and venerable man like a lover, and to  
live at the same time as the sole heroine of so  
narrow a little world as a shipful of soldiers the  
license of whose hearts went up about her con-  
stantly, was to be more than merely proud and  
happy. Polson had got a permanent crick  
in his neck from that bit of Russian lead which  
had caught him just as he dropped into the  
trench with de Blaquiere. In the course of  
time he began to carry it naturally, so that it  
looked like the merest little mannerism, but it  
could never have been handsome by any con-  
ceivable chance except in the eyes of a wife or a  
sweetheart. Irene adored it, and would have  
made it a rule of fashion as the Grecian  
band and the Alexander limp came to be in  
later years, and no man would have been al-  
lowed to carry his head in any other fashion  
than Polson did save under heavy pains and  
penalties.

"When everybody can see how a story will  
end," said one of the greatest masters of the  
narrative art, "the story is ended," and the  
written history of Polson Jervase is coming to  
a close.

There were certain things about which he  
was naturally anxious and about which it was  
impossible to ask any questions. But the truth  
came out little by little, and it appeared in the  
end that the world knew nothing of the secrets  
which had escaped between the partners in the  
firm of Jervase and Polson in the course of  
that wild night which had brought to England  
news of such portentous moment. There were  
rumours, of course. There was a gossip to the  
effect that the firm had been on the edge of  
ruin, and that Polson, rather than miss the  
fighting, had elected to go out as a private  
soldier, dropping his hopes of a commission for  
the time being. This was a fancy which hurt  
nobody. John Jervase had left his affairs in  
excellent order when he had established his own  
line of retreat, and since he had been known to  
have made money hand over fist within the last  
year or two, the halo which surrounded the  
millionaire was about him, and it would have  
been hard to say whether he or the boy were  
more popular in the Castle Barfield region.

The general idea was that they were a pair of  
valiant fellows; the one in the commercial and  
the other in the warlike way.

Poor Raglan's heroisms and blunders were  
buried together before the day came when in  
the ordinary course of events he would have  
led his troops along the saluting line and have  
received the honours due to him from his  
Sovereign.

The scent of hot grass was strong in the  
fanning nocturnal in Hyde Park when London  
poured out its scores and scores of thousands to  
witness the ceremonial which crowned a foolish  
and disastrous war with a triumph better earned  
by the valour of the men who fought there than  
by the statecraft of the other men who sent  
them into combat. Ragged and lean and  
bearded, with the seal of the Crimea still upon  
them, the men of Alma and Inkermann, of  
Balaklava and Sevastopol, marched through the  
roaring citizen crowd and formed up in the  
Park. There were many men of valour there—  
many who had earned as well as any other the  
mark of honour which was that day to be  
bestowed; but opposite the bright pavilion  
with the raised crimson dais on which the  
Queen was to take her seat there was but a  
mere handful of the halt and maimed, upon  
whom the eyes of the vast multitude, whether  
civil or military, were fixed. They were no more  
than specks in the great open space—just so  
many little coloured ants to the eye, and the  
gaze of the spectators gazed on them. For  
they were Britain's chosen. These were the  
men of whom all London had been reading with  
bated breath for well nigh three years past.  
These were the men of Alma's heights and  
Balaklava's charge and Inkermann's fog, and  
the frost of the trenches—the pick and pride of  
the whole contingent which had gone out to do  
battle for England's honour. That they had  
never been truly called upon to go made little if  
any difference at that hour, for London was in  
the mood for hero-worship rather than political  
criticism just then, and not the rudest judge of  
British policy would have dared to speak a  
word against the ceremony of the day.

And when, after long waiting, the royal  
carriage came, with the pretty, smiling little  
matronly figure bowing and swaying amidst  
the ringing thunders of the world's greatest  
city, and the bands rolled out their "God Save  
the Queen" as she passed them one after an-  
other, one happy, happy onlooker looked up at  
one war-hardened old veteran through tears.

"Upon my word," said the General with a  
grimace which was really much less humorous  
than he meant it to be, and in a voice which was  
hardly as steady as he would have liked to have  
it—"upon my word, Irene, I'd give twopences to  
be in your shoes at this moment."

For one of the scarlet ants in the far distance,  
on the green table-cloth of the turf, was just  
then advancing towards the little figure on the  
dais, and in an instant or two later the Queen  
was stooping to pin the bronze badge of honour to  
the coat of Polson Jervase.

[THE END.]

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GENTLEMEN'S DEPARTMENT,

28, QUEEN'S ROAD (OPPOSITE HONGKONG HOTEL).

WM. POWELL, LD.

## GENUINE HAVANA CIGARS.

JUST RECEIVED DIRECT FROM HAVANA A SHIPMENT OF FINE HAVANA CIGARS.			
BOOK & CO'S AGUILA ORO	Net Weight per 1,000	Price	Per Box of
SELECTOS IMPERIALES	21 lbs.	Mer. \$12.50	25
REGALIA CONICA	14 1/2	16.00	50
LILIPUTANOS	4 1/2	8.00	50
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REGALIA ESPECIAL	17	17.00	50
PURITANOS FINOS	13	11.00	50
LA CORONA—REGALIA BRITANICA	15 1/2	16.50	50
LA INTIMIDAD			
BOUQUETS ESPECIALES	12	6.00	25
NOBLEZA	13 1/2	8.50	25
J. S. MUMBY'S PRINCIPES DE GALES	13	6.00	25

SPECIAL ATTENTION GIVEN TO MAIL ORDERS.

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DYNAMITE,

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BLASTING GELATINE AND GELIGNITE,

DETONATORS, SAFETY FUSE,

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AGENTS—

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325

MIDZUSHIMA &amp; CO.

COAL MERCHANTS.

No. 4, QUEEN'S ROAD CENTRAL (Facing Dundell Street).

HEAD OFFICE: No. 5, SAKAIMACHI, KOBE.

BRANCH OFFICES:—HIGASHI-HONMACHI, MOJI, MINAMI-AJIKAWA,  
OSAKA AND KAIGAN, WAKAMATSU.

AGENCY: MR. S. NAKAYAMA, MOTOMACHI, YOKOHAMA.

TELEGRAPHIC ADDRESS: MIDZUSHIMA, Kobe, Moji, Osaka, Wakamatsu, and Hongkong,  
CODE USED: A 1 & A. B. C. 4TH ED.Importers of Japanese Coals. Contractors of Coal to the Compagnie des Messageries  
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&c. Sole Proprietors of Kumamoto and Tennoh Coal Mines. Sole Agents for Kawanishi,  
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Hongkong, 4th March, 1903.

K. UYENURA, Manager.

[2440]

## JAPAN COALS.

MITSUI BUSSAN KAISHA  
MITSUI & CO.

HEAD OFFICE:—1, SURUGA-CHO, TOKYO.

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Kuchino, Sasebo, Matsuyama, Hakodate, Taipei, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armaments and the State  
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N. INUZUKA, Manager, Hongkong.

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1903.THE FORTY-FIRST ANNUAL ISSUE.  
The CHRONICLE and DIRECTORY, al-  
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and condensed in every possible manner, con-  
tains every year more pages.Royal Octavo—Complete with Fourteen Maps  
and Plans, pp. 1,374, \$9.00. Directory only  
pp. 1,170, \$5.00.



## SHIPPING.

## ARRIVALS.

Aug. 27, LYRA, American str., 3,516, Geo. V. Williams, Seattle 28th July, General.  
 DOWELL & CO. LD.  
 Aug. 28, CHANGKOW, British steamer, 1,213, Frampton, Singapore 21st Aug., General.  
 CHINESE.  
 Aug. 28, DAIJIN MARU, Japanese str., 900, T. Ogata, Tamsui, Amoy and Swatow 27th Aug., General.—OSAKA SHOSHEN KAISHA.  
 Aug. 28, HAICHING, British str., 1,267, W. C. Passmore, Foochow via Amoy and Swatow 27th Aug., General.—DOUGLAS LARSAK & CO.  
 Aug. 28, HONGKONG, French str., 750, H. Suzumori, Haiphong and Hoihow 27th Aug., General.—A. R. MARTY.  
 Aug. 28, HUNTER, British steamer, 1,642, John D. Dainton, R.N., Weihaiwei 22nd Aug.  
 Aug. 28, HUPEN, British str., from Canton.  
 Aug. 28, KWAKONG, Chinese str., from Canton.  
 Aug. 28, NANKIN, British str., 2,557, E. E. C. Roberts, Moji 28th Aug., Coal and General.  
 Aug. 28, NIPPON MARU, Japanese str., 3,457, Wm. Woodhouse, San Francisco 31st July, Mail and General.—TOTO KISEN KAISHA.  
 Aug. 28, PROGRESS, German steamer, 687, F. Bromer, Tonraue 28th August, General.—SIMPSON & CO.  
 Aug. 28, SAHNE RICKMERS, British str., from Canton.  
 Aug. 28, SITHONIA, German str., 4,238, Th. Hildebrandt, Japan 22nd August, General.—HAMBURG-AMERIKA LINIE.  
 Aug. 28, VALERIE, British str., 1,060, W. B. Palmer, Shanghai 25th August, General.—P. & O. S. N. Co.  
 Aug. 28, WAIKANG, British str., from Canton.

## CLEARANCES.

AT THE HONGKONG MASTER'S OFFICE.  
 27th August.  
 Anying Maru, Japanese str., for Swatow.  
 Cheungchu, British str., for Amoy.  
 Chinglung, British str., for Swatow.  
 Lyra, Amr. str., for Manila.  
 Nauehan, British str., for Swatow.  
 Rohilla Maru, Japanese str., for Manila.  
 Sabine Rickmers, British str., for Balik Papan.  
 Takang, British str., for Shanghai.  
 Thea, German str., for Chiofo.  
 Yuenyang, British str., for Manila.  
 Zafra, British str., for Manila.

## DEPARTURES.

28th August.  
 ANPING MARU, Japanese str., for Coast Ports.  
 BALABAR, British str., for Shanghai.  
 DOTT, Norwegian str., for Bangkok.  
 HAILONG, British str., for Swatow.  
 HITACHI MARU, Japanese str., for Kobe.  
 HOHAO, French str., for Hoihow.  
 NANKIN, Japanese str., for Singapore.  
 NANKIN, British str., for Swatow.  
 ROHILLA MARU, Japanese str., for Manila.  
 TAKSANG, British str., for Shanghai.  
 TIENTAI, German str., for Swatow.  
 YUENANG, British str., for Manila.

## VESSELS IN DOCK.

28th August.  
 ABERDEEN DOCK.—Rubi, Choufa, Tifu.  
 K.W.L.O.N. DOCK.—Kai-pa, Pembrokehire, Hyein, Tuio, Dia, Lighting.  
 COMPTON DOCK.—U.S.A.T. Sumner, Helen Wymen, Changsha.

## SHIPPING REPERT.

The British steamer Chinglung, from Singapore 21st August, had light S.W. to S.E. and E. winds, fine weather with occasional rain squalls.  
 The British steamer Haiching, from Foochow via Amoy and Swatow 25th August, had light winds, cloudy and squally approaching Amoy. From Amoy to Swatow similar weather and southerly swell. From Swatow to port light easterly winds and cloudy weather with occasional showers.

## VESSELS ON THE BERTH.

THE PENINSULAR AND ORIENTA STEAM NAVIGATION COMPANY.  
 STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.  
 THROUGH BILLS OF LADING ISSUED FOR BARATIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.  
 THE Steamship  
 "VALETTA."  
 Captain W. B. Palmer, U.N.R. carrying His Majesty's Mails, will be despatched from this office for Bombay, etc., on SATURDAY, the 29th AUGUST, at NOON, taking passengers and cargo for the above ports.  
 Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay.  
 Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.  
 Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.  
 For further particulars, apply to  
 E. A. HEWETT, Superintendent.  
 Hongkong, 18th August, 1903.

## HAMBURG-AMERIKA LINIE.

FOR YOKOHAMA AND KOBE.  
 THE H.S.L. Steamship  
 "SANTIA."  
 Captain Schmidt, will be despatched for the above ports TO-MORROW, the 30th inst., at DAYLIGHT.  
 For Freight apply to  
 HAMBURG-AMERIKA LINIE.  
 Hongkong Office.  
 Hongkong, 22nd August, 1903.

## SHIRE LINE STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.  
 THE Steamship  
 "MERIONETHSHIRE."  
 Captain G. C. Cundy, will be despatched as above TO-MORROW, the 30th inst., at DAYLIGHT.  
 For Freight or Passage, apply to  
 SHEWAN, TOMES & CO., Agents.  
 Hongkong, 27th August, 1903.

## FOR TSINGTAU, CHEMULPO, DALNY AND PORT ARTHUR.

THE Steamship  
 "SULLBERG."  
 Captain Meyer, will be despatched for the above ports on MONDAY, the 31st inst., at Noon.  
 For Freight or Passage, apply to  
 HAMBURG-AMERIKA LINIE.  
 Hongkong Office.  
 Hongkong, 28th August, 1903.

## VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., VIA PORTS OF CALL	VALETTA	Brit. str.	W. B. Palmer	P. & O. S. N. Co.	To-day, at Noon.
LONDON VIA SUEZ CANAL	MONTENEGRO	Brit. str.	G. C. Cundy	SHEWAN, TOMES & CO.	To-morrow, D'light.
LONDON & ANTWERP, VIA SINGAPORE, &c.	SUMATRA	Brit. str.	W. Hayward	P. & O. S. N. Co.	About 18th Sep.
LIVERPOOL	PINOSURY	Brit. str.	C. Warrall	BUTTERFIELD & SWIRE	22nd September.
MARSEILLES, LONDON & ANTWERP	JASON	Brit. str.	A. D. Baker	BUTTERFIELD & SWIRE	29th October.
MARSEILLES, LONDON &c., v. S'PORE, &c.	AWA MARU	Jap. str.	N. Tezout	BUTTERFIELD & SWIRE	1st September.
MARSEILLES, &c., VIA PORTS OF CALL	SANTIA	Frech. str.	Nagie	MESSAGERIES MARITIMES	24th Sep., Daylight.
MARSEILLES, LONDON & ANTWERP	KINTOCHI	Brit. str.	Robinson	BUTTERFIELD & SWIRE	8th Sep., at 1 p.m.
MARSEILLES, LONDON &c., v. S'PORE, &c.	KAMAKURA M.	Jap. str.	H. Peterson	NIPPON YUSEN KAISHA	15th September.
MARSEILLES, LONDON & ANTWERP	GLAUCUS	Brit. str.	Belorus	BUTTERFIELD & SWIRE	19th Sep., D'light.
MARSEILLES, LONDON & ANTWERP	AGAMEMNON	Brit. str.	Hildebrandt	BUTTERFIELD & SWIRE	29th September.
MARSEILLES, LONDON & ANTWERP	PAK LING	Brit. str.	Mayer	BUTTERFIELD & SWIRE	13th October.
BREMEN, VIA PORTS OF CALL	KIAUTSCHOU	Ger. str.	Belorus	MELCHERS & CO.	2nd Sep., at Noon.
HAVRE, BREMEN & HAMBURG	SITHONIA	Ger. str.	Hildebrandt	HAMBURG-AMERIKA LINIE	To-day.
HAVRE, BREMEN & HAMBURG	KONIGSBERG	Ger. str.	Mayer	HAMBURG-AMERIKA LINIE	13th September.
HAVRE & HAMBURG	ANDALUSIA	Ger. str.	von Dolron	HAMBURG-AMERIKA LINIE	22nd September.
HAVRE & HAMBURG	ABESSINIA	Ger. str.	Eller	HAMBURG-AMERIKA LINIE	9th October.
HAVRE & HAMBURG	BRISANZA	Ger. str.	Schulke	HAMBURG-AMERIKA LINIE	29th October.
HAVRE & HAMBURG	SANTIA	Ger. str.	Brehmer	HAMBURG-AMERIKA LINIE	3rd November.
TRIESTE, &c., VIA SINGAPORE, &c.	PERNIA	Aus. str.	Crappetto	SANDER, WIELER & CO.	19th Sep., p.m.
NEW YORK, VIA SUEZ CANAL	BARON DRIESEN	Rus. str.	H. Platting	SHEWAN, TOMES & CO.	To-day, at Noon.
NEW YORK, VIA SUEZ CANAL	MOGUL	Brit. str.	H. Pybus	DODWELL & CO., LD.	About 31st inst.
VANCOUVER, VIA SHANGHAI, &c.	E. OF JAPAN	Brit. str.	E. Desham	CANADIAN PACIFIC R. CO.	23rd Sep., at Noon.
VANCOUVER, VIA SHANGHAI, &c.	TANTAR	Brit. str.	E. Desham	CANADIAN PACIFIC R. CO.	7th October.
VICTORIA (B.C.) & SEATTLE VIA N'AKI, &c.	DEVALON	Brit. str.	W. Thompson	BUTTERFIELD & SWIRE	6th September.
VICTORIA (B.C.) & SEATTLE VIA N'AKI, &c.	SHINANO MARU	Jap. str.	Truchbridge	NIPPON YUSEN KAISHA	8th Sep., at 4 p.m.
VICTORIA (B.C.) & SEATTLE VIA N'AKI, &c.	OLYMPIA	Brit. str.	A. Christiansen	DODWELL & CO., LIMITED	10th September.
VICTORIA (B.C.) & SEATTLE VIA N'AKI, &c.	TOKA MARU	Jap. str.	R. P. Claven	NIPPON YUSEN KAISHA	22nd Sep., 4 p.m.
VICTORIA (B.C.) & SEATTLE VIA N'AKI, &c.	CHANGSHA	Brit. str.	T. Moore	PORTLAND & ASIATIC CO.	13th September.
AUSTRALIAN PORTS	KUMANO MARU	Jap. str.	E. W. Haswell	BUTTERFIELD & SWIRE	8th September.
AUSTRALIAN PORTS	EASTERN	Brit. str.	W. Ellis	NIPPON YUSEN KAISHA	11th Sep., at 4 p.m.
YOKOHAMA & KOBE	SAMBA	Ger. str.	Schmidt	GIBB, LIVINGSTON & CO.	23rd Sep., at Noon.
YOKOHAMA & KOBE	BORNEO	Brit. str.	D. C. Gregor	HAMBURG-AMERIKA LINIE	To-morrow, D'light.
YOKOHAMA & KOBE	HIOHAMA	Jap. str.	F. Nagao	P. & O. S. N. Co.	About 4th Sep.
YOKOHAMA & KOBE	KINSHU MARU	Jap. str.	J. L. Pyne	NIPPON YUSEN KAISHA	4th Sep., at Noon.
YOKOHAMA & KOBE	EASTERN	Brit. str.	W. Ellis	NIPPON YUSEN KAISHA	15th Sep., at Noon.
YOKOHAMA & KOBE	YAKAMA MARU	Jap. str.	J. B. Macmillan	GIBB, LIVINGSTON & CO.	3rd Sep., Daylight.
YOKOHAMA & KOBE	KAMAKURA M.	Jap. str.	J. MacKenzie	NIPPON YUSEN KAISHA	11th Sep., D'light.
YOKOHAMA & KOBE	SAVOIA	Ger. str.	Deinet	HAMBURG-AMERIKA LINIE	25th Sep., D'light.
YOKOHAMA & KOBE	YAWATA MARU	Jap. str.	A. E. Moser	NIPPON YUSEN KAISHA	To-day, at 5 p.m.
YOKOHAMA & KOBE	S. LILBERG	Ger. str.	Meyer	HAMBURG-AMERIKA LINIE	9th Sep., at Noon.
YOKOHAMA & KOBE	KWANTUNG	Brit. str.	Meinloch	BUTTERFIELD & SWIRE	31st inst., at Noon.
YOKOHAMA & KOBE	HUPEN	Brit. str.	Mathias	BUTTERFIELD & SWIRE	To-day.
YOKOHAMA & KOBE	ZIETEN	Ger. str.	B. Wilhelm	MELCHERS & CO.	Quick despatch.
YOKOHAMA & KOBE	ICHANG	Brit. str.	Jones	BUTTERFIELD & SWIRE	31st inst.
YOKOHAMA & KOBE	DAIJIN MARU	Jap. str.	T. Ogata	OSAKA SHOSHEN KAISHA	To-morrow.
YOKOHAMA & KOBE	MAIDU MARU	Jap. str.	K. A. Kashi	OSAKA SHOSHEN KAISHA	22nd September.
YOKOHAMA & KOBE	HAICHING	Brit. str.	Passmore	DOUGLAS LARSAK & CO.	To-morrow, 9 a.m.
YOKOHAMA & KOBE	ZAFIRO	Brit. str.	H. S. Smith	SHEWAN, TOMES & CO.	To-day, at 10 a.m.
YOKOHAMA & KOBE	ROSETTA MARU	Brit. str.	H. S. Smith	TOTO KISEN KAISHA	2nd Sep., 11 a.m.
YOKOHAMA & KOBE	CHANGSHA	Brit. str.	T. Moore	BUTTERFIELD & SWIRE	8th September.
YOKOHAMA & KOBE	PERLA	Brit. str.	J. McGilvay	SHEWAN, TOMES & CO.	31st inst., at 4 p.m.
YOKOHAMA & KOBE	WICHANG	Brit. str.	Sommerville	BUTTERFIELD & SWIRE	4th September.
YOKOHAMA & KOBE	BOMBAY MARU	Jap. str.	T. Marai	NIPPON YUSEN KAISHA	8th Sep., at Noon.
YOKOHAMA & KOBE	NANKIN	Brit. str.	E. E. C. Roberts	P. & O. S. N. Co.	About 23rd inst.
YOKOHAMA & KOBE	LIGHTNING	Brit. str.	J. G. Spence	DAVID SAMPSON & CO., LD.	1st Sep., at 1 p.m.
YOKOHAMA & KOBE	C.F. LAUREL	Ger. str.	Sachs	HAMBURG-AMERIKA LINIE	4th Sep., at Noon.
YOKOHAMA & KOBE	S. LIT	Brit. str.	A. E. Monger	CHI WO	Quick despatch.

## THE AMERICAN ASIATIC STEAMSHIP COMPANY.

STEAMSHIP SERVICE FOR NEW YORK VIA THE SUEZ CANAL.  
 THE Steamship  
 "BARON DRIESEN," Captain H. Platting.

Will be despatched TO-DAY, the 29th AUGUST, at Noon, to be followed by the Steamship  
 "NORDKYN," Captain A. Beer.

on WEDNESDAY, the 30th SEPTEMBER.  
 For Freight, &c., apply to  
 SHEWAN, TOMES & CO., General Agents.  
 Hongkong, 28th August, 1903.

FOR NAGASAKI & YOKOHAMA.  
 (Calling at GENSAI.)  
 THE Steamship  
 "SAVOIA."  
 Captain Deinet, will be despatched for the above ports TO-MORROW, the 30th inst., at 5 p.m.

This Steamer has superior accommodation for First-Class Passengers and carries a Doctor.  
 For Freight or Passage, apply to  
 HAMBURG-AMERIKA LINIE, Hongkong Office.  
 Hongkong, 28th August, 1903.

DOUGLAS STEAMSHIP COMPANY, LIMITED.  
 FOR SWATOW, AMOY AND FOCHOW.  
 THE Company's Steamship  
 "HAICHING."  
 Captain Passmore, will be despatched for the above ports TO-MORROW, the 30th inst., at 9 a.m.

For Freight or Passage, apply to  
 DOUGLAS LARSAK & CO., General Managers.  
 Hongkong, 28th August, 1903.

COMPAGNIE DES MESSAGERIES MARITIMES.  
 PAQUEBOTS-POSTE FRANCAIS.  
 NOTICE.  
 STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, &c.

PORTS OF BRAZIL AND RIVER PLATE.  
 ON TUESDAY, the 8th September, 1903, at 1 p.m., the Company's Steamship  
 "SANTIA," Captain Nagie, will leave this Port for MARSEILLES via Ports of Call, WITHOUT TRANSHIPMENT.

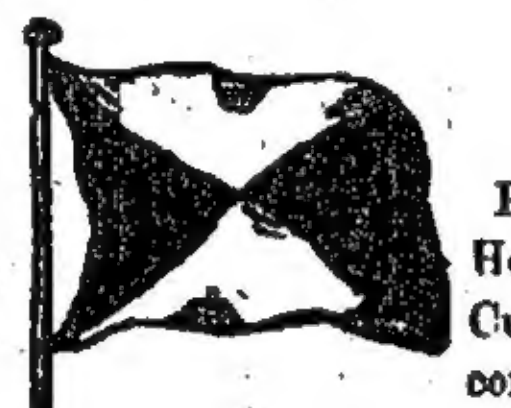
Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon only on Monday, the 7th September. Specie and Parcels received until 4 p.m. on the same day. No Cargo will be received on board on Tuesday. Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.  
 G. DE CHAMPEAUX, Agent.  
 Hongkong, 27th August, 1903.

NATAI LINE OF STEAMERS.  
 THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in South America in connection with the Line. China Steam Navigation Co.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for Cape Ports every fortnight.

For Freight and further particulars, apply to  
 DODWELL & CO., LIMITED, General Agents for China and Japan.  
 Hongkong, 4th August, 1897.



## HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. Surgeon carried. All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	2540	R. Rodger	Manila Direct	Sat, 29th Aug., 10 A.M.
PERLA	1980	J. McGilvay	Cebu and Iloilo	Mon, 31st Aug., 4 P.M.
RUBI	2540	R. W. Almond	Manila Direct	Sat, 5th Sep., 10 A.M.

For Freight, or Passage apply to  
 SHEWAN, TOMES & CO., GENERAL MANAGERS.  
 Hongkong, 27th August, 1903.

## CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.  
 CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.  
 "Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.  
 PROPOSED SAILINGS FROM HONGKONG.  
 (SUBJECT TO ALTERATION.)

1903  
 R.M.S. "EMPERESS OF JAPAN" ... 6,000 Tons ... WEDNESDAY, 23rd Sept.  
 R.M.S. "TARTAR" ... 4,425 Tons ... WEDNESDAY, 7th Oct.  
 R.M.S. "EMPERESS OF CHINA" ... 6,000 Tons ... WEDNESDAY, 21st Oct.  
 R.M.S. "ATHENIAN" ... 2,882 Tons ... WEDNESDAY, 4th Nov.  
 R.M.S. "EMPERESS OF INDIA" ... 6,000 Tons ... WEDNESDAY, 18th Nov.  
 R.M.S. "EMPERESS OF JAPAN" ... 6,000 Tons ... WEDNESDAY, 15th Dec.  
 R.M.S. "TARTAR" ... 4,425 Tons ... WEDNESDAY, 30th Dec.

THE magnificent TWIN-SCREW "EMPERESS" STEAMSHIPS of this Line pass through the Inland Sea of Japan, and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS "TARTAR" and "ATHENIAN" 14 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE in 97 hours. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to  
 D. E. BROWN, General Agent.  
 Hongkong, 22nd August, 1903.

## PORTLAND &amp; ASIATIC STEAMSHIP CO. PORTLAND, OREGON

PROPOSED SAILINGS FROM HONGKONG VIA INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP TONS CAPTAIN TO SAIL ON  
 "INDRASAMHA" 5,197 R. F. Cundy September 19, 1903  
 "INDRABELL" 4,899 W. E. Carter October 14, 1903  
 "INDRAPURA" 4,899 A. E. Hollingsworth November 14, 1903

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to  
 ALLAN CAMERON, GENERAL AGENT.  
 Hongkong, 22nd August, 1903.

## HAMBURG-AMERIKA LINIE NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRINIST, GENOA, PORTS in the LEVANTE, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

## PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
SITHONIA	HAVRE, ANTWERP & HAMBURG (Calling at Singapore and Colombo)	On 29th Aug. Freight.
KONIGSBERG	HAVRE, BREMEN and HAMBURG (Calling at Singapore and Penang)	On 13th Sept. Freight & Passengers.
ANDALUSIA	HAVRE and HAMBURG (Calling at Singapore and Colombo)	On 23rd Sept. Freight.
ABESSINIA	HAVRE and HAMBURG (Calling at Singapore and Penang)	On 6th Oct. Freight.
BEISGAVIA	HAVRE and HAMBURG (Calling at Singapore and Colombo)	On 20th Oct. Freight.
SAXONIA	HAVRE and HAMBURG (Calling at Singapore and Penang)	On 3rd Nov. Freight.

For Further Particulars, apply to  
 HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, QUEEN'S BUILDINGS, No. 1.

## NIPPON YUSEN KAISHA. (THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
HIOHAMA MARU	MOJI, KOBE and YOKOHAMA	FRIDAY, 4th Sep., at Noon.
AWA MARU	MARSEILLES, LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORE SAID	SATURDAY, 5th Sep., at DAYLIGHT.
BOMBAY MARU	BOMBAY VIA SINGAPORE and COLOMBO	TUESDAY, 8th Sep., at Noon.
SHINANO MARU	VICTORIA, B.C. and SEATTLE U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	TUESDAY, 8th Sep., at 4 p.m.
YAWATA MARU	NAGASAKI, KOBE & YOKOHAMA	WEDNESDAY, 9th Sep., at Noon.
WAKASA MARU	KOBE and YOKOHAMA	FRIDAY, 11th Sep., at DAYLIGHT.
KUMANO MARU	SYDNEY and MELBOURNE, VIA THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 11th Sep., at 4 p.m.
KINSHU MARU	MOJI, KOBE and YOKOHAMA	TUESDAY, 15th Sep., at Noon.
KAMAKURA MARU	MARSEILLES, LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORE SAID	SATURDAY, 19th Sep., at DAYLIGHT.
TOKA MARU	VICTORIA, B.C. and SEATTLE U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	TUESDAY, 22nd Sep., at 4 p.m.
KANAGAWA MARU	KOBE and YOKOHAMA	FRIDAY, 25th Sep., at DAYLIGHT.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class through passengers have the option of travelling by the Sanyo Railway.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Building First Floor, Charter Road.

Apply to—  
 T. S. TAKAYANAGI, Acting Manager.

## NORTHERN PACIFIC STEAMSHIP CO. BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

## PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamer	Captain	Tons	Sailing
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# OCEAN STEAM SHIP CO., LD.

## AND

# CHINA MUTUAL STEAM NAVIGATION CO. LD.

### JOINT SERVICES.

#### FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.

#### MONTHLY SAILINGS FOR LIVERPOOL.

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL	"DEUCALION"	On 4th September.
GLASGOW and LIVERPOOL	"AGAMEMNON"	On 9th September.
GLASGOW and LIVERPOOL	"JASON"	On 17th September.
GLASGOW and LIVERPOOL	"PAK LING"	On 23rd September.
GLASGOW and LIVERPOOL	"CALCHAS"	On 1st October.

FOR	STEAMERS	TO SAIL
MARSEILLES, LONDON and ANTWERP	"NESTOR"	On 1st September.
MARSEILLES, LONDON and ANTWERP	"KINTUCK"	On 15th September.
MARSEILLES, LONDON and ANTWERP	"PINGSUBY"	On 22nd September.
MARSEILLES, LONDON and ANTWERP	"GLAUCUS"	On 29th September.
MARSEILLES, LONDON and ANTWERP	"AGAMEMNON"	On 6th October.
MARSEILLES, LONDON and ANTWERP	"JASON"	On 20th October.
MARSEILLES, LONDON and ANTWERP	"PAK LING"	On 27th October.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE & YOKOHAMA	"DEUCALION"	On 6th September.
	"CALCHAS"	On 2nd October.

The s.s. "TELEMACHUS" left Tacoma on the 8th inst., for Japan ports and Hongkong.

For Freight, apply to—

**BUTTERFIELD & SWIRE, AGENTS.**

Hongkong, 25th August, 1903. [10-12]

## CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"HUPEH"	On 23rd August.
CHEFOO and TIENTSIN	"KWEIYANG"	On 29th August.
NINGPO and SHANGHAI	"ICHANG"	On 31st August.
LOILO	"WUCHANG"	On 4th September.
MANILA	"CHANGSHA"	On 8th September.

PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIENS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A daily qualified Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

† Taking Cargo and Passengers, at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—

**BUTTERFIELD & SWIRE, AGENTS.**

Hongkong, 29th August, 1903. [11]

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
SINGAPORE, COLOMBO and BOMBAY	NANKIN	About 28th August	Freight only.
LONDON, &c.	VALETTA	Noon, 29th August	See Special Advertisement.
YOKOHAMA, via SHANGHAI, HAI MOI and KOBE	BORNEO	About 4th September	Freight and Passage.
(Passing through the Isthmus)	D. C. GREGOR, R.N.R.		
LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	SCHWATRA	About 18th September	Freight and Passage.
	W. Haywood, R.N.R.		

For further Particulars, apply to

**E. A. HEWETT, Superintendent.**

Hongkong, 29th August, 1903. [1]

## OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
TAMULI, VIA SWATOW AND AMOY	"DALIN MARU"	SUNDAY, 30th August
ANPING, VIA SWATOW AND AMOY	"MAIDZUBU MARU"	WEDNESDAY, 2nd September

The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first-class passengers, and a daily qualified doctor is carried.

All Steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered the highest class at Lloyd's.

Steamers will go alongside the Co.'s Pontoon at the Customs' water front premises at 11 a.m. to land all passengers and cargo.

By the Co.'s steamers for Shanghai, through Bills of Lading are issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the Nippon Yusen Kaisha's steamers from Shanghai.

For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 5, Des Vaux Road Central.

Hongkong, 29th August, 1903.

**T. ARIMA, Manager** [15]

## TOYO KISEN KAISHA MANILA LINE.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivalled Speed. Fitted throughout with Electric Light. Doctor and Stewardsess carried.

Steamship	Captain	Tons	Sailing Date.
"ROSETTA MARU"	H. S. Smith	3876	Wednesday, 2nd September, at 11 A.M.
"ROHILLA MARU"	E. P. Bishop	3969	

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.

**K. NAKASHIMA, Manager.**

Hongkong, 29th August, 1903. [478]

REGULAR STEAMSHIP SERVICE TO NEW YORK VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG, 1903.

"MOGUL"	...	31st Aug.
"BRAEMAR"	...	10th Sep.
"SATSUMA"	...	23rd Sep.
"SHIMOSA"	...	10th Oct.
"KUROFUKU"	...	24th Oct.
"RICHMOND CASTLE"	...	7th Nov.

For Freight and further information, apply to **DODWELL & CO., LD.**, Agents.

Hongkong, 21st August, 1903. [1125]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship "LIGHTNING," Captain J. G. Spence, will be despatched for the above ports on TUESDAY, the 1st September, at 1 P.M.

For Freight or Passage, apply to **DAVID SASSOON & CO., LD.**, Agents.

Hongkong, 26th August, 1903. [2384]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR RUSSIA AND TRISTE (DIRECT), Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ and PORT SAID.

(Taking Cargo at through rates to the Brazils, to SOUTH AFRICA, RED SEA, BLACK SEA, LEBANT, VENICE and ADRIATIC PORTS.)

THE Company's Steamship

"PERSIA," Captain Crapellito, will be despatched at above on SATURDAY, the 19th September, P.M.

This Steamer has special accommodation for Passengers, Electric Light and carries a Doctor.

For information as to Passage and Freight, apply to

**SANDER, WIELER & CO., Agents.**

Hongkong, 25th August, 1903. [3]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE, (Calling at PORT DARWIN and QUEENSLAND Ports, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EASTERN,"

Captain W. Ellis will be despatched for the above ports on WEDNESDAY, the 3rd September, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a refrigerating chamber, which ensures the supply of fresh provisions, ice, &c., throughout the voyage.

The Steamer is installed throughout with the electric light.

N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

**GIBB, LIVINGSTON & CO., Agents.**

Hongkong, 28th August, 1903. [2419]

NIPPON YUSEN KAISHA.

MID-SUMMER EXCURSION TRIPS TO JAPAN AND BACK.

THE Nippon Yusen Kaisha are prepared during the month of July and August to issue FIRST-CLASS RETURN TICKETS TO HONGKONG FROM YOKOHAMA AND BACK for the round fare of Yen 98 payable in local currency. Return Tickets are available for return up to the 31st October, 1903.

Stop-over privileges allowed at any way port and between Moji and Kobe; passengers have the option of travelling by the Sanyo Railway.

For information as to Sailings, Steamers, &c., apply at the Company's Local Offices in PRINCE'S BUILDINGS, First Floor, Chater Road.

**T. S. TAKAYANAGI, Acting Manager.**

Hongkong, 28th July, 1903. [2137]

FOR KWAN CHAU WAN, CHUK UM AND LAICHOW.

THE Steamship

"SWIFT,"

Captain A. E. Monger, will have quick despatched for the above ports.

For Freight, apply to

**CHI WO, Agents, Wing Wo Lane.**

Hongkong, 29th August, 1903. [2342]

FOR CANTON.

THE new and fast Twin-Screw Steamer

"SAN CHEUNG,"

551 Tons, Captain A. Murphy, will leave for Canton at 8 P.M. on SUNDAYS, TUESDAYS and THURSDAYS and return to Hongkong on the following days, leaving Canton at 5 P.M. Excellent accommodation, electric light, and perfect cuisine. Wharf at Hongkong near Harbour Office.

First-class Fare, \$3 each way. Meals, \$1 each.

Cargo Freight very moderate.

**J. TREVOUX & CO., No. 123, Connaught Road Central.**

Hongkong, 30th June, 1903. [1751]

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"

Captain Samuel Bell Smith.

DEPARTURES from Hongkong on week days, at 7.30 A.M., on Excursion Sundays, at 8.30 A.M. from Macao (week days) at about 2 P.M. and (Sundays) about 3 P.M.

FARE—(week days) 1st Class (including cabin and servant), \$3. Return Ticket \$2.50.

2nd Class \$1.50. Return Ticket \$1.25.

3rd Class \$1. Return Ticket 50 cents.

On Excursion Sundays 1st, 2nd, and 3rd Class Single Ticket \$2. Return Ticket \$3.

Return Ticket including Dinner and either on board or at Macao Hotel \$5.

Wharf—Opposite Central Market.

The Steamer runs an Excursion Trip Every Sunday in Summer.

**SAM WANG & CO., LD., 81, Queen's Road Central.**

Hongkong, 25th July, 1903. [2112]

## CHINA NAVIGATION CO. LIMITED.

HONGKONG—MANILA. REDUCED SALOON PASSAGE MONEY.

SINGLE, \$20; RETURN, \$35. STEAMERS FITTED THROUGHOUT WITH ELECTRIC LIGHT. FIRST CLASS ACCOMMODATION. UNRIVALLED TABLE. DULY QUALIFIED SURGEON CARRIED.

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 4th July, 1903. [1664]

NOTICE TO CONSIGNEES

OCEAN STEAMSHIP COMPANY, LIMITED, AND CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"GLAUCUS"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., LD., where in both cases it will be at Consignee's risk. The Cargo will be ready for delivery from Craft or Godown on and after the 25th instant.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 A.M. on the 31st inst.

No Claims will be admitted after the Goods have left the steamers Godown and all Goods remaining undelivered after the 31st inst. will be subject to sale.

All Claims against the Steamer must be presented to the Undersigned on or before the 7th prox., or they will not be recognised.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 24th August, 1903. [10-12]

STEAMSHIP "SALAZAR"

COMPAGNIE DES MESSAGERIES MARITIMES.

CONSIGNEES of Cargo from London ex s.s. Tigre and Cardouan, and from Bordeaux ex s.s. Ville de Rochefort and Ville d'Arvor, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., LD., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignee before Noon, To-day, the 24th inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining unclaimed after Monday, the 31st inst., at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 31st inst., or they will not be recognised.

All damaged packages will be examined on Monday, the 31st inst., at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, 24th August, 1903. [2]

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "SHIMOSA,"

FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd September will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 5th September, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 31st August, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by **DODWELL & CO., LIMITED,** Agents.

Hongkong, 26th August, 1903. [2407]

"INDRA" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM NEW YORK VIA SUEZ CANAL.

THE Company's Steamship

"INDRADEO"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignee will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 2nd September, at 10 A.M., will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

JARDINE, MATHESON & CO., Agents.

Hongkong, 26th August, 1903. [2406]

FROM HAMBURG, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"SAMBIA,"

Captain Schmidt, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, To-day, the 27th inst.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignee's risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd September will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 3rd September, at 3 P.M.

No Fire Insurance has been effected.

**HAMBURG-AMERICA LINE,** Hongkong Office.

Hongkong, 27th August, 1903. [2416]

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"BALLAARAT"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignee will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—

From London, &c., ex s.s. India.

From Persian Gulf, ex B. I. S. N. and B. & P. S. N. Co.'s steamers.

Optional Goods will be landed here unless intimation is given to the contrary before 5 P.M., To-day, the 27th inst.

Goods not cleared by the 3rd prox., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

**E. A. HEWETT, Superintendent.**

Hongkong, 27th August, 1903. [1]

VISITORS AT HOTELS

Hongkong Hotel.

Miss E. B. Alden

Mr. Anderson

Mr. A. P. Anton

Mr. & Mrs. Apple

Mr. E. G. Barrett

Mr. D. W. Bell

Mr. A. M. T. Beenyton

Mr. & Mrs. W. M. Black

Mr. & Mrs. E. Boggs

Mr. E. A. Bousner

Dr. Brown

Mr. L. Brian

Mr. W. S. Brown

Mr. F. W. Cullen

Mr. E. C. Carey

Mr. F. T. Colson

Mr. C. H. Coulson

Mr. G. Dean

Mr. J. H. Derbyshire

Capt. & Mrs. J. Douglas

Mr. T. C. Downing

Mr. & Mrs. A. Ellis

Mr. A. Emerson

Mr. H. G. Fisher

Mr. O. Fitzpatrick

Mr. Carl Frazer

Mr. C. Glover

Capt. T. Hall

Mr. W. H. Hanna

Mr. R. D. Harvey

Mr. W







## MANCHURIA AND COREA

## DISCUSSION IN PARLIAMENT.

In the House of Commons on the 26th ult., on a vote being introduced to complete the expenses of the Foreign Office, a debate occurred, which, while dealing largely with the question of Germany and Canada, also at times touched the Far Eastern position. The following are the references:

Sir Charles Dilke said we ought to mind our own business and not to commit acts derogatory to the dignity of this country in the course that Germany took towards us with regard to the Anglo-German Agreement concluded at the time of the General Election of 1900. That agreement was passed by the Government, incredible though it might seem, as being a sort of alliance with Germany against Russia in regard to China. In all the speeches of hon. gentlemen opposite it was claimed that the policy of the Government had triumphantly placed our policy in China on a perfectly satisfactory footing. Immediately after that agreement was signed it was explained in the German Parliament in language which was contemptuous towards this country, and it was put before the German Parliament as a great triumph in respect of the very thing which the agreement was supposed to have obtained from the German Government. Turning to China the Government had there put forward two alternative policies—the open door, and the sphere of influence in the Yangtze Valley.

As soon as the Government found that behind the open door in Manchuria was a Cosack porter they fell back on the doctrine of the sphere of influence. Yet Count von Bismarck's explanation of the agreement was that we had expressly renounced for ever any notion that we had a privileged position in the Yangtze Valley, especially with regard to railway construction, and the German view had undoubtedly prevailed in practice. The great railway lines were being constructed at present by countries which, in their Chinese policy, were hostile to us. The Peking-Hankow had fallen into unfriendly hands, that was to say, all the material for construction was bought from foreign firms, and when the line was finished our trade would be exposed to difficulties. Sir Claude MacDonald's dispatch, stating that we had not come off badly with regard to railway construction in China, had been triumphantly read to the House by the noble lord on two occasions, but in the debate of June 16 in the House of Lords it was shown that the Peking Syndicate and the British and Chinese Corporation, representing all the British interests concerned, had not succeeded in obtaining the very simple concession which they had asked for—namely, the line coming down to a point opposite Nanking, which would be essential in the future to their coal and iron trade. The noble lord had told the House that the Government would insist on this point, but no concession has been made. The Germans had clearly shown at Peking a recent negotiations that not only did they look on Shanghai as something more than their sphere, but that they claimed as theirs for railway construction the hinterland of the province; and the German influence at Peking was being used steadily, with Russian and Belgian influence, against our railways and in favour of railways away from the natural course of trade that would tend to bring the trade of the coal and iron districts of China to Kiocheun. They had been told in that House that the Canton-Hankow portion of the Peking-Hankow Railway would be constructed by an American company; but that concession had now passed to the King of the Belgians; and was being worked by German influence at Peking in a manner hostile to our views. In regard to the evacuation of Shanghai, again, German influence most hostile to us had been used, behind our backs, to effect the destruction in China of that privileged position which by the overwhelming importance of our settlements we had always enjoyed. During the year the noble lord had repeatedly told the House that the successor of Sir Robert Hart in China would be a British nominee as long as British trade was predominant in China; but the Peking correspondent of the Times, who was always contradicted at the moment, but whose statements had the knack of becoming true after a time—(hear, hear)—had again told them that German influence that advantage had been lost. As to the actual position at this moment in Manchuria and Mongolia, the German traders and commercial travellers were able to travel, and, through the German Consular representative in Manchuria, were allowed by Russia the privilege of settling there and carrying on their trade. Our traders were not so able to travel or reside. The notion that we could get Germany help against Russia was a dream—(hear, hear)—which had constantly oppressed the Government, disturbed their policy, and led them to make agreements about which they had made triumphant, but rather foolish speeches in the country.

Viscount Cranborne—I will not follow all the steps which the right hon. baronet has taken. I am content to deal with relatively modern times, and to say a word or two about our policy in China and the negotiations which we have had with Germany in respect to that country. The right hon. baronet has dwelt at some length upon the Anglo-German Agreement. I have never imagined for a moment that the Anglo-German Agreement was a matter of vast importance; but I do not think it was a mistake. I think, so far as it went, it was a very good agreement. It was one more assertion on our part of the policy which we have always desired to pursue in China—namely, the policy of the integrity of China and the policy of the open door. And if it turned out that the German Government did not interpret that instrument in the same way as we regarded

it, that did not make the agreement, instead of being an advantage to us, a disadvantage to us. So far as it went it did good, and nothing but good; and if it had nothing to do, as I venture to think, with any reversal of our former policy. The right hon. baronet seems to think that that agreement represents a policy of spheres of influence as opposed to the policy of the open door. That shows a very strange forgetfulness on his part of what that instrument contains. It certainly was not intended to be a policy of spheres of influence; it was a policy of the integrity of China, of the open door, and open ports and rivers. That has always been our policy, and we have always pursued it. I hardly like to go in great detail into the question of Chinese railways. He seemed to think that in that respect we are getting the worst of it in the competition with Germany. That is not the information which has reached the Foreign Office. I have no reason to boast of what has passed. On the contrary, it is a matter of business all through. But the two great syndicates which are developing railways in that part of China, the German syndicate and the British syndicate, seem to me to be on very good terms; and there is no feeling on one side or the other that either party has got the best of the competition. The right hon. baronet spoke of the evacuation of Shanghai, and seemed to think that there again we had got the worst of it in our competition with Germany. I have already had an opportunity of pointing out to the Committee of the House of Commons that that is by no means the case. Certainly the German Government had put forward certain claims which we could not accept. We refused to accept them, and the Chinese Government took our view and not Germany's view, and said in a most categorical way that nothing which had been stated interfered in the least with the rights of Great Britain. The right hon. baronet only said one word about Manchuria, and I will not deal with it at any length. There again our policy is perfectly well known. It is contained in the instruments to which we have allixed the signatures of His Majesty's Government, and, of course, the principal of those instruments is the Anglo-Japanese Agreement. I think in that Agreement we have recognised the special interests of Japan in Corea, and we are very glad to recognise them. On the other hand, we have asserted once more our own interest in the "open door" throughout the Chinese Empire. That does not mean, of course, that we do not know full well that Russia occupies rather a special position in Manchuria. (Opposition laughter.) On the contrary, we recognised that so far back as 1899, when we made a famous railway agreement with Russia, in which there was mutual recognition of the right, so far as we were concerned, of Russia to make railways in Manchuria without our competition, and of ourselves to make railways in the Yangtze Valley without Russia's competition. So there is nothing in this policy which is secret, as the hon. member for King's Lynn seems to think; it is to be found, on the face of public instruments to which we have allixed our seal.

Sir Edward Grey said—I do not see the success of the foreign policy which the noble lord has claimed. The co-operation which Germany in China, as far as I can judge, has been an entire failure. The noble lord defended what he now calls the Yangtze agreement with Germany.

Viscount Cranborne—I was only following the phrase of the right hon. member for the Forest of Dean.

Sir C. Dilke—I repudiated it at once when it was applied.

Viscount Cranborne—I repudiate it now. (Laughter.)

Sir E. Grey—There is no intention so to call it here, then, but it is in reference to its being called so in Berlin that I would refer. That agreement was one that sounds very well, and the noble lord said it was good as far as it goes. But does it go anywhere? (Laughter.) The agreement was understood, when it first appeared, as doing something which was tending to the co-operation of ourselves and Germany in two objects, the maintenance of the integrity of China and the maintenance of the open door. There has been great anxiety and apprehension about both these things in regard to Manchuria, as to whether the agreement between His Majesty's Government and Germany was of any use in the matter. I should like the noble lord when he speaks again to tell us whether the Government have appealed to this agreement with Germany and asked for co-operation in maintaining the open door in Manchuria.

Viscount Cranborne—I can answer that question at once, and I think I have already answered it. The German Government take the view that the Anglo-German Agreement does not, so far as they are concerned, apply to Manchuria.

Sir E. Grey—Then I think that the Anglo-German Agreement is a most one-sided instrument. (Hear, hear.) One of its conditions is that we are to keep for Germany the open door in the Yangtze region which we never had any intention of closing, and it seems that it is not the least use to hope for help from Germany in maintaining the open door in any other part of China. (Hear, hear.) At the first time the Agreement has broken down. The question has arisen in Manchuria, and the Agreement has proved of no use. I hope we shall have no more of these one-sided agreements. After all that has passed in China, I think the Government has been pursuing a wrong policy altogether with regard to co-operation with Germany. They have been relying on the one Power from whom they have got nothing in return. If that had led to good feeling between us and Germany I would not have looked too closely into the bargain; but what I do feel about this close co-operation with Germany in China and Asia is that your German policy is one of two alternatives. The alternative I should

like to see pursued would be a policy of co-operation and agreement with Russia. But I am sure that, so long as the key of your policy is co-operation or agreement with Germany in the first instance, you will never have a chance of co-operation and agreement with Russia. (Hear, hear.) The noble lord has said that Russia occupies a special position in Manchuria. It is a special position, so special that we ought really to have had some statement from the noble lord as to what the view of His Majesty's Government is with regard to it. My view is that we ought to distinguish very clearly and distinctly, between territorial and political questions in Manchuria and commercial questions—that the policy of His Majesty's Government should be limited to commercial questions, that we should not occupy ourselves with political questions and that the Government should work for co-operation with other Powers in maintaining the open door in Manchuria. (Hear, hear.) But, considering the railway interest of Russia in Manchuria, they ought not to mix themselves up with questions about territory or political questions in Manchuria—that is to say, the object of British diplomacy should be limited to securing the open door for British trade and to avoid getting into political controversies. (Hear, hear.) The United States apparently take the same view, and I hope the Government will not be left alone if they adopt that policy. The question whether it is possible to have agreement and co-operation with Russia in Asia is one which it is impossible for anybody but the Government to answer. But I have never seen that His Majesty's Government have made any real effort to get an understanding with Russia and to overcome the obstacles which tradition and past policy have naturally placed in the way of such an understanding. I think it is difficult because I am not sure that Russia pursues a settled policy. I think Russia lives much more from hand to mouth than we think. I think she moves like a large glacier, much more by pressure from behind than from any settled policy; but I am quite sure it should be our object to make up our own minds as to what the limits of our interests in Asia are, and to lose no opportunity of using every possible effort to come to a clear understanding with Russia as to what the boundaries of our interests are. (Hear, hear.) We cannot go on as we have been going on. The Government talk about the *status quo* and integrity, but Russia goes on continually absorbing more territory and collecting more influence with the central authority. (Hear, hear.) Having made up your minds what is necessary for consolidation, the sooner the Russian Government is made to understand it the better. (Hear, hear.) Now I have dwelt on this because I do regard the situation in China as serious. I take this from the Shanghai Correspondent of the Times—"To any observer who observes the position in the Far East in its relation to what we call the civilised world, it is evident that the future maintenance of the integrity of China is, humanly speaking, impossible." I offer no comment on that statement, but it is about the gravest statement that could be made. (Hear, hear.) The Government must have some clear idea of their policy in view of such a situation. The first point should be not to take territory, because we have as much as we can manage. The second point should be to consolidate our frontiers and to defend what we have got without extending these frontiers. That can only be done by co-operation with other Powers. And there ought to be in the minds not only of His Majesty's Government, but of the Government of other Powers, some clear agreement as to what would happen to their interests in Asia if these large countries, such as China and Persia, have their integrity impaired. (Hear, hear.)

Mr. Norman, referring to the Chinese indemnity, criticised the arrangements made by the Government as to the dates when the agreement to relax terms should take effect. But the question of the action of Russia in Manchuria was the most serious of all. Russia in that matter was acting in the manner and the method of her settled diplomacy. The way to meet her was frankly and firmly face to face. From the firm attitude of His Majesty's Government alone could come a durable understanding with Russia. Now there were rumours of strained relations between Russia and Japan, and the situation was most serious, as under the Japanese treaty this country might be dragged into the field of conflict in the Far East.

Mr. J. Walton said there had been a lamentable want of backbone in the whole foreign policy of this country for many years. In China there were several questions affecting British interests which at the present moment appeared to be in a pressing and critical condition. There was the question of the occupation of Manchuria. Up till the present time no step had been taken by Russia to carry into effect the assurances given by her to this country on that subject. There was also the question of the restoration of the treaty port of Newchwang, the only treaty port in Manchuria. He asked whether anything definite had been arranged to carry out the assurances Russia had given that this port would be restored to the trade of all nations. Since August, 1900, the Russians had been in possession of the Customs-house, and had collected nearly half a million in Chinese receipts, which they had paid into the Russo-Chinese Bank.

Viscount Cranborne—Paid to the credit of the Imperial Customs.

Mr. J. Walton said that was so, but it had not been paid over to the Imperial Customs, and yet it was part of the security

for British bondholders, who had advanced money to China. In China we had a great neutral market, and the Government would do well to enquire into the causes of the decline of British trade there. That decline was largely due, he believed, to the ravelling policy of the Government. Since 1896 British trade with China had declined 15 per cent, and our position in regard to railway construction in China was most unsatisfactory as compared with that of other European nations. He pressed also for information as to railway concessions.

Mr. Moon believed that the outlook was not quite so dark as the hon. member had suggested. In his judgment this country must recognise the principle of buffer states not only in Afghanistan and Persia, but in China also. Great Britain, in recognising this principle, must, therefore, help China to consolidate its rule over the dependencies of that empire.

Viscount Cranborne—With regard to China, the figures which he mentioned did not bear out one view that our trade with China was in a bad state. The value of trade between Great Britain and Chinese possessions, the British Colonies, and Japan was valued over 1,000,000,000 in 1901 and 1902. British trade was two-thirds of the whole of the trade with China, and was increasing. There was no reason for thinking that we had been worsted in competition in regard to railways in China. The Northern Railway of China was perhaps the most important line in the whole Empire, and was entirely in British hands. We also claimed to have the right to make the branches of the line when they were required. There was no reason to suppose that the Great British-Chinese Syndicate would not be able to secure their full share of the railway development in the Yangtze region.

Sir C. Dilke asked whether it was correct that they were unable to secure the only railway which they seemed to care about, which was the line opposite Nanking.

Viscount Cranborne said the negotiations were proceeding. It should not be said they were unable to secure the line. With regard to the Chinese indemnity, the British Government had always maintained that it was a gold debt, but, owing to the fall in the value of silver, the Chinese Government were placed in a difficulty, and the British Government had allowed them to postpone the payment of the full gold value of the debt for ten years. The Government fully recognised what was of importance to this country in Manchuria. On the other hand, they fully realised the special position which Russia had acquired. He thought the Russian Government knew perfectly well that we should be delighted to come to an agreement, but there were considerable difficulties. The truth was he was driven to doubt whether the Russian Government was as homogeneous as *a priori* one would expect a despotism to be. On the contrary, there seemed to be at least two parties in the Russian Government with whom they had to deal. The first requisite was that there should be willingness on the part of the Russian Government to make an agreement with us; and the second was that we should clearly understand what the Russian Government wanted. They had never been able to understand that. Some time there was a rift of glimmer of light, but it had been of a wholly illusory nature. They had never received from the Russian Government an intimation of what they would expect, and of what they thought the British Government could reasonably be asked to assent to. Undoubtedly the result had been that Manchuria had not been evacuated yet. He did not deny that that was a very unsatisfactory situation and he thought for all they, the Empire of Japan, was undoubtedly uneasy at the prolongation of that occupation. The United States Government, too, were anxious for some kind of settlement in Manchuria, their interest being mainly commercial. For Japan the principal question was the position of their interests in Corea. For this country and the United States it was the maintenance of our treaty rights, and particularly of the open door. There certainly were the elements out of which an agreement ought to be possible, and he could assure the Committee that, if the Russian Government was prepared to give due weight to our undoubted treaty rights and commercial interests, they would not find us *intransigent* in the matter. As to the position of the Customs revenue at Newchwang, it was paid into the Russian Bank to the credit of the Imperial Maritime Customs, and, as long as the Russians remained in occupation at Newchwang, that did not appear to be an unreasonable arrangement. They had no reason to suppose that when the Imperial Maritime Customs entered into their inheritance they would not find the full account of the money.

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## LESSONS FROM THE FIELD.

It is constantly said that war is only a matter of common sense. It is said of tactics, and even of strategy as well, and it seems to be implied that any sensible man ought to be able to direct a detachment, if not an army, in the field. The extreme freedom with which the average sensible man criticises the action of generals proves how widely this belief is diffused. He does not criticise astronomers, engineers, or surgeons, in the same way. He assumes they have a special knowledge beyond his own. But with regard to war there is no such hesitation. A man who has never seen anything more dangerous than a blank cartridge fired will deliver a perfectly assured verdict upon our own or Continental armies and their action at manoeuvres or in war. And there is a basis of reason for this confidence. Common sense is the ultimate guide and criterion in war. Take any treatise on strategy or tactics, from Clausewitz or Bismarck onward to Henderson's *Shrewdell Jackson*, and any fairly intelligent being, though he knows nothing of the subject beforehand, will be able to follow the rules and deductions from point to point with entire acquiescence. The science appears to him almost self-evident. The methods are so reasonable as to be almost axiomatic. He wonders how it is possible to gain distinction when it appears so easy to be a general by the light of nature, but gives that same intelligent being some little command, even in a war-game when there is no danger or hurry, and the chances are ten to one that he makes every conceivable mistake and finds himself within half-an-hour prostrate among the ruins of rules, axioms, and common sense.

The fact is, war is like Columbus's egg: it is easy enough to see what to do when once it has been done. Almost anyone could with a battle if he might try a second time. But the common sense required is by no means a common gift. There and there nature supplies it, and then we call it military genius; but as a rule it can be obtained only by long experience, continual application, and the study of the greatest models. It must be raised to what mathematicians call a higher power. Take the very simplest instance: An intelligent untrained man is given a small force for outpost duty, or to hold a suspected enemy in check. As there is a high hill with almost precipitous sides on the position, his common sense tells him to post his men at the top so as to get a wide view and a strong defensive position. In posting his sentries, common sense tells him to order them to crouch or lie down so as to escape observation. Keeping his main body well together in a hollow on the hill-top, he reflects with satisfaction that war is only a matter of ordinary intelligence. Yet he has nothing but the enemy to thank if he escapes a disaster like Majuba or Nicholson's Nek or Tsefentsien, and it would take a column to explain all the fatal mistakes he has committed already. Let us mention only a few: the rules of the higher common sense would have told him that a hill-top is usually the worst defensive position that can be found. They would have told him that he would be surrounded by "dead" ground, up which the enemy could climb unseen and unharmed; that his fire would be "plunging" and ineffective; that he would probably run short of water, and that his line of retreat would be fully exposed if once he lost the summit. The rules would also have told him that sentries must always be kept standing upright even at the risk of being seen, or they are sure to go to sleep. Such points as these are obvious when once they are stated. They are only common sense. And yet, as we said, the changes are that the average sensible man will neglect them unless he is guided by that higher power of common sense which comes by experience and training, and very seldom by anything else.

To supply this guide is the object of Major Baden-Powell's admirable little *War in Practice*, and in that lies its value. It contains a practical summary of the lessons which the late war so sternly taught us. The author shows us how completely the altered conditions of modern warfare have upset the rules and theories which seemed so sensible before. We had to pay, a terrible cost for those lessons, and we must be grateful to such officers as Major Baden-Powell for noting them down as they occurred so that in the future they might not be forgotten. The whole book was written in the field, and is now merely arranged under headings—the example being drawn, we think without exception, from the Boer war only. As a staff officer, a regimental officer, and the commander of a mixed force, the author speaks with exceptional authority and a much more varied experience than most officers enjoyed. His criticisms are extremely daring and original: as an example we may notice his belief (which he repeats later on) that at the beginning of the war we ought to have held on at Dundee instead of concentrating at Ladysmith; whereas the universal opinion otherwise is that Sir George White's great mistake was in allowing political considerations to defer the concentration till it was only carried out with extreme risk. Specimen success with which several small positions were held later, Major Baden-Powell writes:—"If in Natal positions had been taken up about Dundee, Glencoe, and elsewhere, the force which we held at those places, distributed as was, four different centres of defence, would probably have stayed the invasion of Natal, and, absorbing a large portion of the enemy's force in besieging them, have left Sir G. White's force practically free to operate against the remainder." Those who witnessed the moral effect of the Long Toms when first they came into action, and remember how recklessly our position at Dundee was chosen, will agree that at that period of the war the retirement on Lady-

smith was unavoidable. Later on, it might have been wiser to stay, because later on our men could care so much about shells, and the Boers would certainly have annihilated the retreating force, as they might have done at the time. Major Baden-Powell hardly makes sufficient allowance here for that "personal equation" which in the most abstract rules of war must always be taken into account. But the criticism at all events shows the freshness of his views and his freedom from second-hand opinions.

Let us briefly group together some of his more general conclusions as to the changes in tactical rules which the lessons of the war involve. It used to be an invariable principle to shell a position before attacking it. This he considers to be of very little service now, and Magerfontein and Colenso prove it. As he says, "one of the most surprising lessons gained is the harmlessness of artillery fire," though it may still be useful during an attack to keep down the enemy's fire, and it still has considerable moral effect—very much less, we think, towards the end of a war than at the beginning. Regularity and "dressing" again, which used to be thought essential even in an extended attacking line must now be abandoned as positively harmful. The advantages must be made in rushes of very small and irregular bodies, each rush lasting not more than four seconds. It used to be thought an attack was useless unless it ended in the bag; charges. It is now better to keep up fire than to charge—there is no necessity to fill up the gaps in an attacking line. Every consideration of tactics must now be subordinated to power of fire, and whereas the soldier used to be told it was no good firing except at a mark, the greater part of the firing now is at invisible objects. Contrary to the growing opinion during the war, the author thinks it is still valuable for their moral effect. It used to be thought that defenders of a hill country had an immense advantage, but Major Baden-Powell boldly asserts that a flat and open country is the best for defence—perhaps a little overrating his case, for after all, the Tugela heights made a pretty fair line of defence, though it is true they had a flat and open country in front of them. One of the most suggestive chapters deals with the tendency of modern war to destroy the old distinctions between "the three arms," and as to the recent question of mounted troops we notice that Major Baden-Powell inclines to the view we have long maintained that the day of cavalry as such is almost over, and that all our cavalry should undergo a mounted infantry training. In practice, he says, there is now no difference between the cavalry and the mounted infantry. As to "shock action," whether on horse or foot, he hardly takes it into account, though he admits occasional instances of its good service. On fortification and the construction of shelters and cover he has a most useful and instructive chapter, full of the essential points which inexperienced common sense would be quite certain to overlook. (Daily Chronicle.)

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